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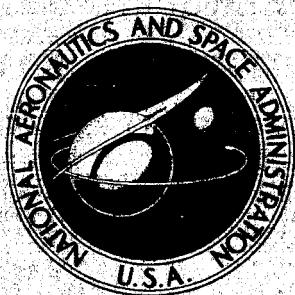
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AERODYNAMIC CHARACTERISTICS OF A
HYPERSONIC GLIDER CONFIGURATION
AT MACH NUMBERS FROM 0.6 TO 3.2

by Ronald C. Smith

Ames Research Center
Moffett Field, Calif.

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AERODYNAMIC CHARACTERISTICS OF A HYPERSONIC

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SUMMARY

An investigation has been made to determine the aerodynamic characteristics of a hypersonic glider configuration at Mach numbers from 0.6 to 3.2 at angles of attack up to 40° . Tests were made to determine the effects of rudder and elevon deflections and the addition of a twin dive brake arrangement on the static stability and control characteristics. Also included were measurements of rudder and elevon normal forces and hinge moments. The tests were made in the three test sections of the Ames Unitary Plan Wind Tunnel.

The results of the tests indicate that the model has very limited trimming capability at Mach numbers near 2.5. It was also found that the lateral and directional stability generally increase with increasing angle of attack. Furthermore, it was found that for angles of attack less than 10° , a negative dihedral effect is indicated. Finally, it was found that the dive brake caused a highly destabilizing shift in the longitudinal aerodynamic center at transonic speeds.

INTRODUCTION

A hypersonic glider which reenters the atmosphere from orbit must not only withstand reentry heating but should be stable and controllable over wide ranges of speed and attitude and have a relatively high subsonic lift-drag ratio. These requirements have led to investigations of the performance, stability, and control characteristics of hypersonic glider configurations at Mach numbers ranging from subsonic to about Mach 20 (e.g., refs. 1 and 2).

The present study is part of a program initiated to develop a suitable glider configuration capable of orbital reentry and conventional horizontal landing. Force measurements have been made to determine the aerodynamic characteristics of a hypersonic glider configuration at Mach numbers from 0.6 to 3.2 at angles of attack up to 40° . Measurements of control surface forces and moments were included. Wing and fuselage pressure distributions were also measured during the tests.

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NOTATION

a.c.	longitudinal aerodynamic center location, percent \bar{c}
b	glider span, ft
C_A	axial-force coefficient, $\frac{\text{axial force}}{q_\infty S_w}$
C_D	drag coefficient, $\frac{\text{drag}}{q_\infty S_w}$
C_L	lift coefficient, $\frac{\text{lift}}{q_\infty S_w}$
C_N	normal-force coefficient, $\frac{\text{normal force}}{q_\infty S_w}$
C_{N_e}	elevon normal-force coefficient, $\frac{\text{elevon normal force}}{q_\infty S_e}$
C_{N_r}	rudder normal-force coefficient, $\frac{\text{rudder normal force}}{q_\infty S_r}$
C_Y	side-force coefficient, $\frac{\text{side force}}{q_\infty S_w}$
C_{h_e}	elevon hinge-moment coefficient, $\frac{\text{elevon hinge moment}}{q_\infty S_e \bar{c}_e}$
C_{h_r}	rudder hinge-moment coefficient, $\frac{\text{rudder hinge moment}}{q_\infty S_r \bar{c}_r}$
C_m	pitching-moment coefficient, $\frac{\text{pitching moment}}{q_\infty S_w \bar{c}}$
C_n	yawing-moment coefficient, $\frac{\text{yawing moment}}{q_\infty S_w b}$
$C_{n\beta}$	directional stability parameter, per deg
C_l	rolling-moment coefficient, $\frac{\text{rolling moment}}{q_\infty S_w b}$
$C_{l\beta}$	lateral stability parameter, per deg
\bar{c}	glider mean aerodynamic chord, ft
\bar{c}_e	elevon reference chord, ft
\bar{c}_r	rudder reference chord, ft

$(c.p.)_e$	elevon longitudinal center of pressure measured from elevon hinge line, $\frac{C_{he}}{C_{N_e}}$, percent \bar{c}_e
$(c.p.)_r$	rudder longitudinal center of pressure measured from rudder hinge line, $\frac{C_{hr}}{C_{Nr}}$, percent \bar{c}_r
$\frac{L}{D}$	lift-drag ratio
M_∞	free-stream Mach number
q_∞	free-stream dynamic pressure, lb/ft^2
R	free-stream Reynolds number based on glider mean aerodynamic chord
S_e	elevon area (one elevon), ft^2
S_r	rudder area (one rudder), ft^2
S_w	glider wing area, ft^2
α	angle of attack, deg
β	angle of sideslip, deg
δ_{db}	dive-brake deflection, deg
δ_e	elevon deflection angle, deg
δ_r	rudder deflection angle, deg

TEST FACILITY AND MODEL

The data reported herein were obtained in the Ames Unitary Plan Wind Tunnel. This wind tunnel is of the closed-circuit, variable pressure type.

Details of the model are presented in figure 1 and in table I. Boundary-layer trips were used to fix transition on the nose, the upper and lower wing surfaces, and the inboard and outboard surfaces of the vertical tail. The trips were located as shown in figure 1.

TEST AND PROCEDURES

Range of Test Variables

Data were obtained for various angles of attack and sideslip with various combinations of control surface settings. The ranges of test variables for each configuration are given in table II. The test Reynolds number based on glider mean aerodynamic chord, for each Mach number tested, is tabulated below.

Mach number	Reynolds number, million
0.6	3.8
.9	2.2
1.0	2.3
1.2	2.3
1.35	2.3
1.7	2.8
2.5	2.8
3.2	2.5

Reduction of Data

The data presented herein have been reduced to coefficient form. (Numerical values of reference lengths and areas for the model geometry are listed in table I.) The pitching- and yawing-moment coefficients have been referred to the projection, on the body center line, of the 43-percent point of the wing mean aerodynamic chord. Lift and drag coefficients were referred to the wind axes while all other coefficients have been referred to body axes.

The base pressure was measured and the data were adjusted to correspond to conditions wherein the base pressure is equal to free-stream static pressure. Drag data reported herein have been corrected for the buoyancy effect of longitudinal static-pressure variations in the vicinity of the model. These corrections amounted to less than 0.6 percent of the zero-lift drag.

Model angles of attack and sideslip have been corrected for effects of deflection of the sting and balance under load and for the tunnel-empty stream angle existing in the wind tunnel at the model moment-center location. Free-stream Mach number values reported herein are similarly determined. Variations of local Mach number, stream angle of attack, and stream angle of sideslip are less than 0.01, 0.1° , and 0.1° , respectively, over the model length.

Accuracy

The test results are subject to the following maximum uncertainties resulting from inaccuracies in the data-measuring equipment.

M	± 0.01	C_m	± 0.0007
α and β	$\pm .2^\circ$	$\frac{L}{D}$	$\pm .03$
δ_e and δ_r	$\pm .5^\circ$	C_Y	$\pm .002$
C_N	$\pm .007$	C_h	$\pm .0002$
C_L	$\pm .006$	C_l	$\pm .0001$
C_X	$\pm .001$	C_{N_e}	$\pm .01$
C_D	$\pm .005$	C_{h_e}	$\pm .002$
C_{D_b}	$\pm .0002$	C_{N_r}	$\pm .01$
		C_{h_r}	$\pm .004$

In general, repeatability errors were very much smaller than the tolerances shown.

PRESENTATION OF RESULTS

Only selected portions of the force data have been included in the plots accompanying the following discussion. However, all the force test results are presented in tables III to XVII. A key to the tabulated data for the various configurations is given in table II.

The following aerodynamic characteristics are presented graphically in figures 2 to 15.

<u>Figure</u>	<u>Aerodynamic characteristics</u>
2	Basic lift, drag, and pitching-moment characteristics
3	Longitudinal aerodynamic center location versus Mach number
4	Variation of elevon control power with Mach number
5	Elevon deflection required for trim versus Mach number
6	Variation of maximum lift-drag ratio with Mach number
7	Basic side-force, yawing-moment, and rolling-moment characteristics versus sideslip angle
8	Effect of angle of attack on lateral and directional stability parameters

FigureAerodynamic characteristics

- 9 Effects of elevon and dive-brake deflections on lateral and directional stability parameters
- 10 Variation of rudder power with Mach number
- 11 Effect of angle of attack on elevon normal-force coefficient and center-of-pressure location
- 12 Effects of elevon and dive-brake deflections on the elevon normal-force coefficient and center-of-pressure location.
- 13 Effect of sideslip on rudder normal-force coefficient and center-of-pressure location
- 14 Effect of rudder deflection on rudder normal-force coefficient and center-of-pressure location
- 15 Variation of incremental dive-brake drag with Mach number

DISCUSSION

Longitudinal Characteristics

Basic data.-- The lift and pitching-moment data for Mach numbers 0.9 and 1.0 (fig. 2) indicate a stall at angles of attack above 20° which was accompanied by a severe pitch-up tendency. The range of elevon settings at which the stall and pitch-up occurred was -16° to $+10^\circ$. Pressure measurements made simultaneously with the force measurements verified the existence of a separated region on the upper wing surface at angles of attack above 20° . The separated region extended rearward from about the 50-percent \bar{c} location. Loss of lift from this region would cause a pitch-up tendency.

Longitudinal stability.-- The variations of longitudinal aerodynamic center location with Mach number (fig. 3) show the effects of both elevon and dive-brake deflections. The dive-brake effects are discussed in a later section.

The basic configuration had an unstable static margin of about $2\frac{1}{2}$ -percent \bar{c} at subsonic speed for the moment center used (43-percent c). On this basis, a moment center located at 40-percent \bar{c} or less is required for static stability. Such a relocation of the moment center would increase the maximum static margin from $8\frac{1}{2}$ - to $11\frac{1}{2}$ -percent \bar{c} .

Elevon deflection caused the a.c. to move rearward at transonic Mach numbers above about 0.9 as indicated by the data for $\delta_e = 0^\circ$ and -48° . The

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other elevon deflections tested produced the same effect. The resultant increase in the total a.c. travel with Mach number was about 3-percent \bar{c} .

Elevon control power.- The variation of elevon control power, $C_{m\delta_e}$, with Mach number (fig. 4) is given at $C_L = 0.4$ for $\delta_e = 0$ and δ_e for trim. The C_L value of 0.4 is the highest which is trimmable throughout the test Mach number range.

The control power at $\delta_e = 0$ decreases markedly with increasing supersonic Mach number which is typical of most controls of this type.

The values of $C_{m\delta}$ at δ_e for trim are much smaller than the corresponding values for $\delta_e = 0$ in the supersonic speed range. This loss in control power due to trimming reflects the rapid decay of control power at large negative elevon deflections which is evident in the basic data (fig. 2).

Elevon requirements for trim.- The elevon deflection required for trim (fig. 5) is plotted for lift coefficients of 0.40 and 0.41 and for $(L/D)_{max}$. A $(C_L)_{trim}$ limit of 0.40 is indicated at speeds near Mach number 2.5. If the moment center were relocated at 40-percent \bar{c} , as required for static stability, the maximum trim lift coefficient at this Mach number would be reduced from 0.40 to about 0.27.

Lift-drag ratio.- The variations of maximum lift-drag ratio with Mach number (fig. 6) are shown for basic and trimmed configurations. The lift-drag ratio for the basic configuration changes very little in the supersonic speed range tested. Lift-drag ratios of 3.0 and 2.65 at Mach numbers of 1.2 and 3.2, respectively, are indicated.

The maximum trimmed L/D increased slightly at Mach numbers above 2.0. This results primarily from the reduction in negative elevon deflection required for trim (see fig. 4).

The reduction in lift-drag ratio due to trimming which is indicated by the difference between the "trim" and " $\delta_e = 0$ " curves is greatest at supersonic speeds and is very small at speeds below Mach number 1.0.

Lateral-Directional Characteristics

Basic data.- The side-force, yawing-moment, and rolling-moment data for $\alpha = 10^\circ$ (fig. 7) show the effects of outward deflection of the left rudder on the lateral-directional characteristics of the basic configuration. In general, rudder deflection had very little effect on side force and rolling moment, except at Mach number 0.9 where both rudder deflections (13° and 33°) substantially increased the positive dihedral effect.

The deflection of one rudder gives the model adequate rudder power. The rudder deflections used could produce trim at sideslip angles up to 8° at all test Mach numbers.

Lateral and directional stability. - The plots of $C_{n\beta}$ and $C_{l\beta}$ presented in figure 8 show the effects of angle of attack on the lateral and directional stability parameters of the basic configuration.

The directional stability generally increased with increasing angle of attack in the supersonic speed range tested. At Mach number 1.0 directional instability occurred at 20° angle of attack over the sideslip range $\pm 4^\circ$. It is not known whether or not this instability persists at higher angles of attack.

The lateral stability (dihedral effect), which is negative at angles of attack below 10° for the test Mach numbers above 1.7, increased with increasing angle of attack. This characteristic is typical of sweptback wings.

The plots of $C_{n\beta}$ and $C_{l\beta}$ presented in figure 9 illustrate the effects of elevon and dive-brake deflections on the lateral and directional stability parameters of the basic configuration. The dive-brake effects are discussed in a later section. At subsonic speeds, elevon deflection decreased both the lateral and the directional stability. The loss of directional stability, however, decreased with increasing Mach number, and above Mach number 2.0 the effect of elevon deflection was stabilizing. The effect of elevon deflection on $C_{l\beta}$ at supersonic speeds was small but destabilizing at Mach numbers above 2.0.

Rudder power. - The variation of rudder power with Mach number (fig. 10) does not decay markedly with increasing Mach number. This results in the capability of trim at large sideslip angles throughout the test Mach number range.

Control-Surface Characteristics

Elevons. - The effects of angle of attack and elevon and dive-brake deflections on the elevon normal-force coefficient and c.p. location for the basic configuration (figs. 11 and 12) are summarized as follows:

At subsonic speeds, the elevon normal-force coefficient remained constant at angles of attack between 15° and 25° . This could result from the flow separation postulated previously. At supersonic speeds where the normal force is dependent primarily on lower surface pressures, the elevon normal-force coefficient continues to increase at angles of attack above 15° . Furthermore, the normal-force coefficient typically decreases with increasing supersonic speed.

The center of pressure moves rearward with increasing angle of attack at subsonic and transonic speeds. However, this c.p. movement is much less than the total c.p. travel in the test Mach number range. At Mach numbers above 1.6, no c.p. movement with angle of attack is indicated. At Mach number 0.6 the c.p. is located at 26-percent \bar{C}_e and undergoes the usual rearward movement in the transonic speed range.

The increments in elevon normal-force coefficient between the curves for 0° and -48° deflection (fig. 12) decreased markedly with increasing supersonic speed. The C_{Ne} increment decreases from a value of 1.5 at Mach number 1.2 to 0.45 at Mach number 3.2.

The elevon center of pressure moves rearward with elevon deflection. This c.p. movement increases with increasing supersonic speed and has a maximum value of 15-percent \bar{c}_e at Mach number 3.2.

Rudder.- The effects of sideslip and rudder deflection on the rudder normal-force coefficient and center-of-pressure location (figs. 13 and 14) are summarized as follows:

The increment in rudder normal-force coefficient produced by 10° sideslip is nearly constant throughout the Mach number range except at Mach number 1.0

The rudder center of pressure moves very little with sideslip and has the usual rearward shift in the transonic speed range.

The rudder normal-force coefficient produced by rudder deflection is nearly constant throughout the test Mach number range. This results in the relatively small change in $C_{N\delta_r}$ with Mach number already noted.

Some rearward c.p. movement with rudder deflection is indicated. The total c.p. movement with Mach number and rudder deflection is about 26-percent \bar{c}_r .

Dive-Brake Effects

Drag.- The dive-brake incremental drag coefficient is expressed as a fraction of the drag coefficient of the basic configuration. The drag increments are taken between $\delta_{db} = 70$ and $\delta_{db} = 0$ and are presented for lift coefficients of 0.2 and 0.4 (fig. 15). The dive-brake drag coefficient is quite large at Mach number 0.6 but decreases rapidly with increasing Mach number up to 1.0. At supersonic speeds, the decrease of dive-brake drag coefficient with Mach number is less pronounced. Also, the dive-brake drag coefficient generally is much lower at $C_L = 0.4$ than at 0.2. This result would be expected at Mach numbers above about 1.4 because of the reduction in local dynamic pressure above the wing resulting from expansion over the upper surface at increased angle of attack. At Mach number 3.2, $\Delta C_D/C_D$ has the values 0.22 and 0.05 for lift coefficients of 0.2 and 0.4, respectively.

Longitudinal stability.- At Mach numbers near 1.0, dive-brake deflection produced a very large forward a.c. shift (fig. 3). The largest shift occurred at $M = 1.0$ and amounted to about 11-percent \bar{c} .

Lateral-directional stability.- Dive-brake deflection caused large reductions in lateral and directional stability at subsonic speeds (see fig. 9). The reduction in lateral stability was enough to cause a negative dihedral

effect at Mach numbers between 0.6 and 0.9. At supersonic speeds the effects on lateral and directional stability were small.

Elevon characteristics.- Dive-brake deflection caused rearward movement of the elevon c.p. and large reduction in elevon normal force (fig. 12). The largest c.p. movement was about 20-percent \bar{c}_e at Mach number 0.9. At supersonic speeds the c.p. shift was less than 10-percent \bar{c}_e .

Flow instability.- During the course of the tests, the flow became unstable over the model at Mach number 1.7 when the dive brakes were extended. The instability occurred at 5° angle of attack for sideslip angles between $\pm 2.5^\circ$ with elevon settings of -24° and -48° . The dynamic pressure was 620 psf.

Indications of the flow instability were oscillation of the shock wave from the dive brakes and a side-force oscillation measured on the rear side-force gage of the balance. The side-force oscillations produced fluctuations in C_y between 0 and +0.08 and in C_n between 0 and -0.023. The remaining coefficients were essentially unaffected.

The flow fluctuations were aperiodic, of fairly low frequency, and appeared to be caused by alternate detachment and reattachment of the flow over the dive brakes.

CONCLUSIONS

The data from the tests reported herein indicate the following:

1. The test configuration has very limited trimming capability at Mach numbers near 2.5. Furthermore, if the moment center were relocated to make the configuration statically stable at subsonic speeds, the maximum trim lift coefficient would be reduced from 0.40 to about 0.27.
2. The maximum trim L/D remains almost constant at 2.3 in the Mach number range from 1.6 to 3.2.
3. The directional stability generally increases with increasing angle of attack at supersonic speeds.
4. The lateral stability increases with increasing angle of attack at supersonic speeds. For angles of attack less than 10° a negative dihedral effect is indicated.
5. The dive-brake arrangement produced a highly destabilizing shift in the longitudinal a.c. at transonic speeds.

Ames Research Center
National Aeronautics and Space Administration
Moffett Field, Calif., March 10, 1964

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1. Multhopp, Hans: Design of Hypersonic Aircraft. Aerospace Engineering, vol. 20, no. 2, Feb. 1961, pp. 8-9, 32-36.
2. Yoler, Yusuf A.: Dyna-Soar: A Review of the Technology. Aerospace Engineering, vol. 20, no. 8, Aug. 1961, pp. 8, 56-67.

TABLE I.- MODEL DIMENSIONS

Glider		
Plan-form area, S_w	1.204 ft ²	
Span, b	1.153 ft	
Base area	0.746 ft ²	
Mean aerodynamic chord, \bar{c}	1.246 ft	
Leading-edge sweep	72°48'	
Aspect ratio	1.10	
Elevon		
Area, S_e (one elevon)	0.065 ft ²	
Chord, \bar{c}_e	0.188 ft	
Rudder		
Area, S_r (one rudder)	0.038 ft ²	
Chord, \bar{c}_r	0.112 ft	
Dive brake		
Area, S_{db} (one brake)	0.016 ft ²	
Chord, \bar{c}_{db}	0.155 ft	

Moment center is located at $0.43\bar{c}$ and 1.5 inches above lower wing surface.

TABLE II.- KEY TO DATA TABLES

Table	Mach number	α , deg	β , deg	δ_e , deg	δ_r , deg	Dive brake deflected
III	0.6, 0.9, 1.0, 1.2, 1.35, 1.7, 2.5, 3.2	5 to 40	0	-48 to +20	0	No
IV		5	-8 to +8			
V		10	-12 to +12			
VI		20	-8 to +8			
VII	1.7, 2.5 3.2	Varies as noted	-8 to +8			
VIII	0.6, 0.9, 1.0, 1.2, 1.35, 1.7, 2.5, 3.2	5 to 40	0			Yes
IX		5	-8 to +8			
X		10	-10 to +10			
XI		20	-8 to +8			
XII	1.7, 2.5, 3.2	Varies as noted	-8 to +8			
XIII	0.6, 0.9, 1.0, 1.2, 1.35, 1.7, 2.5, 3.2	5 to 40	0	0	13,33	No
XIV		5	-8 to +8			
XV		10	-12 to +12			
XVI		20	-8 to +8			
XVII	1.7, 2.5, 3.2	Varies as noted	-8 to +8			

TABLE IV.- AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 5^\circ$ WITH RUDDER AND DIVE BRAKES UNDEFLECTED - Concluded

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_I	C_n	δ_e	δ_r	C_{Ne}	C_{he}	C_{Nr}	C_{hr}
(b) $M = 3.20$																
05.1	-12.8	-0.019	.0700	.0242	-0.013	.0715	-0.276	0.094	-0.0141	-0.0120	-47.8	-02.2	-0.257	0.150	0.368	-0.172
05.1	-08.5	-0.007	.0695	.0231	-0.001	.0699	-0.105	0.062	-0.0098	-0.0071	-47.7	-02.1	-0.342	0.201	0.280	-0.139
05.2	-04.2	-0.002	.0718	.0236	0.005	.0716	-0.021	0.031	-0.0040	-0.0016	-47.6	-02.1	-0.530	0.308	0.201	-0.096
05.2	04.2	-0.002	.0716	.0237	0.004	.0715	-0.035	-0.026	.0054	-0.0035	-47.5	-02.0	-0.671	0.379	0.108	-0.051
05.1	08.5	-0.012	.0734	.0255	-0.005	.0742	-0.159	-0.056	.0102	.0076	-47.5	-02.0	-0.765	0.427	0.068	-0.033
05.1	12.8	-0.025	.0717	.0259	-0.018	.0736	-0.342	-0.082	.0151	.0127	-47.4	-02.0	-0.865	0.481	0.025	-0.016
05.1	-12.8	0.024	.0455	.0039	0.028	.0432	0.527	0.095	-0.0093	-0.0085	-23.9	-02.2	-0.093	0.052	0.401	-0.184
05.1	-08.5	0.037	.0446	.0022	0.041	.0411	0.831	0.062	-0.0066	-0.0044	-23.9	-02.2	-0.086	0.047	0.313	-0.143
05.2	-04.2	0.044	.0437	.0012	0.048	.0395	1.012	0.031	-0.0032	-0.0015	-23.9	-02.1	-0.093	0.051	0.232	-0.104
05.2	04.3	0.043	.0430	.0014	0.047	.0389	1.006	-0.026	.0034	.0021	-23.9	-02.0	-0.138	0.072	0.132	-0.058
05.1	08.6	0.036	.0444	.0024	0.040	.0409	0.815	-0.057	.0069	.0049	-23.9	-02.0	-0.176	0.089	0.097	-0.044
05.1	12.9	0.019	.0445	.0053	0.023	.0426	0.429	-0.087	.0097	.0083	-23.8	-02.0	-0.240	0.119	0.055	-0.026
05.1	-08.5	0.066	.0455	-0.0145	0.070	.0393	1.455	0.062	-0.0050	-0.0038	00.0	-02.2	0.138	-0.069	0.321	-0.146
05.1	-12.8	0.053	.0459	-0.0138	0.057	.0409	1.158	0.094	-0.0074	-0.0074	00.0	-02.2	0.128	-0.065	0.410	-0.187
05.2	-04.2	0.071	.0447	-0.0151	0.075	.0380	1.595	0.029	-0.0025	-0.0009	00.0	-02.1	0.143	-0.074	0.236	-0.106
05.2	04.3	0.072	.0446	-0.0152	0.076	.0379	1.618	-0.028	.0020	.0022	-00.1	-02.0	0.159	-0.084	0.135	-0.059
05.1	08.6	0.063	.0450	-0.0147	0.067	.0391	1.404	-0.059	.0046	.0049	-00.1	-02.0	0.159	-0.086	0.102	-0.045
05.1	11.4	0.055	.0450	-0.0141	0.059	.0398	1.227	-0.079	.0061	.0071	-00.1	-02.0	0.156	-0.086	0.078	-0.034
05.1	-12.8	0.083	.0629	-0.0328	0.088	.0552	1.315	0.095	-0.0056	-0.0084	16.7	-02.2	0.376	-0.187	0.410	-0.187
05.1	-08.5	0.094	.0622	-0.0334	0.099	.0535	1.506	0.062	-0.0038	-0.0043	16.7	-02.2	0.391	-0.194	0.322	-0.146
05.2	-04.2	0.101	.0619	-0.0340	0.106	.0525	1.628	0.031	-0.0019	-0.0013	16.7	-02.1	0.425	-0.213	0.241	-0.109
05.2	04.2	0.102	.0616	-0.0342	0.107	.0521	1.653	-0.025	.0009	.0029	16.7	-02.0	0.496	-0.249	0.140	-0.062
05.1	08.5	0.092	.0611	-0.0335	0.097	.0525	1.504	-0.054	.0031	.0055	16.7	-02.0	0.518	-0.261	0.108	-0.047
05.1	12.8	0.081	.0589	-0.0331	0.086	.0514	1.376	-0.077	.0051	.0073	16.6	-02.0	0.528	-0.267	0.074	-0.031

TABLE V. - AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 10^\circ$ WITH RUDDER AND DIVE BRAKES UNDEFLECTED - Concluded

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_l	C_n	s_e	s_r	C_{Ne}	C_{he}	C_{Nr}	C_{hr}
(h) $M = 3.50$ - Concluded																
10.2	-11.3	0.162	.0660	-.0202	0.171	.0361	2.453	0.079	-.0008	-.0086	-0.1	-02.2	0.219	-0.103	0.382	-0.173
10.2	-08.4	0.166	.0655	-.0194	0.175	.0348	2.534	0.059	-.0004	-.0061	-00.1	-02.2	0.216	-0.103	0.321	-0.146
10.3	-04.2	0.172	.0656	-.0193	0.181	.0337	2.623	0.029	-.0001	-.0024	-00.1	-02.1	0.227	-0.108	0.239	-0.108
10.3	04.3	0.170	.0652	-.0193	0.179	.0337	2.608	-0.026	-.0006	.0041	-00.1	-02.0	0.251	-0.122	0.125	-0.055
10.2	08.6	0.164	.0641	-.0195	0.173	.0337	2.563	-0.052	-.0002	.0070	-00.1	-02.0	0.258	-0.129	0.086	-0.037
10.2	11.5	0.157	.0629	-.0195	0.166	.0339	2.500	-0.070	-.0003	.0089	-00.1	-02.0	0.262	-0.132	0.064	-0.026
10.2	-11.3	0.196	.0903	-.0427	0.209	.0539	2.172	0.082	.0009	-.0097	16.7	-02.2	0.522	-0.256	0.395	-0.177
10.2	-08.4	0.199	.0895	-.0423	0.212	.0525	2.225	0.061	.0009	-.0068	16.7	-02.2	0.538	-0.263	0.337	-0.150
10.2	-04.2	0.206	.0897	-.0418	0.219	.0514	2.300	0.033	.0005	-.0032	16.6	-02.1	0.571	-0.281	0.250	-0.111
10.3	00.0	0.206	.0879	-.0418	0.218	.0497	2.340	0.011	-.0006	-.0003	16.6	-02.1	0.621	-0.307	0.163	-0.081
10.2	04.3	0.203	.0866	-.0419	0.215	.0490	2.341	-0.011	-.0014	.0026	16.6	-02.0	0.657	-0.326	0.129	-0.057
10.2	08.6	0.198	.0848	-.0424	0.210	.0482	2.335	-0.035	-.0017	.0054	16.6	-02.0	0.693	-0.345	0.094	-0.040
10.2	11.5	0.189	.0848	-.0423	0.201	.0499	2.229	-0.056	-.0016	.0085	16.5	-02.0	0.710	-0.353	0.073	-0.030

TABLE VI. - AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 20^\circ$ WITH RUDDER AND DIVE BRAKES UNDEFLECTED - Concluded

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_z	C_h	S_e	R_r	C_{Nc}	C_{he}	C_{Nr}	C_{hr}
(h) M = 3.20																
20.5	-08.5	0.319	.1541	.0020	0.353	.0322	2.071	0.063	.0044	-.0095	-48.0	-00.8	-0.005	0.004	0.308	-0.138
20.5	-04.2	0.323	.1529	.0016	0.356	.0297	2.112	0.035	.0026	-.0050	-48.0	-00.8	-0.002	0.004	0.220	-0.098
20.5	04.3	0.322	.1525	.0015	0.355	.0297	2.111	-.0.022	-.0022	.0042	-47.9	-00.7	-0.077	0.045	0.088	-0.036
20.5	08.6	0.317	.1535	.0025	0.351	.0323	2.068	-.0.047	-.0038	.0083	-47.9	-00.6	-0.137	0.076	0.049	-0.017
20.5	-08.5	0.337	.1531	-.0055	0.369	.0251	2.199	0.063	.0056	-.0091	-24.0	-00.8	0.097	-0.036	0.311	-0.139
20.5	-04.2	0.339	.1527	-.0050	0.371	.0238	2.220	0.035	.0031	-.0049	-24.0	-00.8	0.103	-0.038	0.220	-0.097
20.5	04.3	0.335	.1509	-.0045	0.367	.0235	2.222	-.0.022	-.0031	.0036	-24.0	-00.7	0.079	-0.028	0.089	-0.036
20.5	08.6	0.334	.1514	-.0046	0.366	.0244	2.207	-.0.047	-.0053	.0076	-24.0	-00.6	0.068	-0.022	0.046	-0.017
20.5	-08.5	0.369	.1693	-.0274	0.405	.0291	2.180	0.062	.0067	-.0082	-00.2	-00.8	0.401	-0.190	0.315	-0.142
20.5	-04.2	0.368	.1681	-.0262	0.404	.0281	2.192	0.033	.0035	-.0041	-00.2	-00.8	0.417	-0.197	0.222	-0.100
20.5	00.0	0.368	.1682	-.0255	0.404	.0282	2.190	0.004	-.0008	.0004	-00.2	-00.7	0.439	-0.208	0.147	-0.064
20.5	04.2	0.368	.1673	-.0265	0.403	.0277	2.197	-.0.024	-.0048	.0047	-00.2	-00.7	0.464	-0.221	0.080	-0.034
20.5	08.6	0.367	.1683	-.0278	0.403	.0289	2.182	-.0.050	-.0078	.0084	-00.2	-00.6	0.487	-0.232	0.046	-0.018
20.5	-08.5	0.405	.2096	-.0568	0.453	.0539	1.934	0.062	.0076	-.0083	14.5	-00.8	0.849	-0.407	0.328	-0.145
20.5	-04.2	0.405	.2082	-.0553	0.452	.0528	1.943	0.033	.0037	-.0038	14.5	-00.8	0.884	-0.426	0.235	-0.102
20.5	00.0	0.404	.2077	-.0546	0.451	.0525	1.944	0.003	-.0015	.0014	14.4	-00.7	0.936	-0.453	0.154	-0.066
20.5	04.3	0.403	.2074	-.0556	0.450	.0526	1.943	-.0.024	-.0063	.0065	14.4	-00.7	0.995	-0.484	0.096	-0.036
20.5	08.6	0.403	.2078	-.0569	0.450	.0532	1.938	-.0.047	-.0100	.0102	14.4	-00.6	1.047	-0.508	0.062	-0.019

TABLE VIII.- AERODYNAMIC CHARACTERISTICS AT ZERO SIDESLIP WITH DIVE BRAKES
EXTENDED AND RUDDER UNDEFLECTED - Concluded

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_I	C_R	S_e	S_T	C_{Ne}	C_{Le}	C_{Nr}	C_{Lr}
(n) M = 3.20 - Concluded																
05.1	00.0	0.015	.0632	.0042	0.021	0.016	0.243	0.002	.0000	-0.001	-23.9	-00.7	-0.062	0.035	0.190	-0.075
10.2	00.0	0.119	.0715	.0005	0.130	0.0491	1.666	0.005	.0001	-0.006	-23.9	-00.7	-0.003	0.009	0.208	-0.076
15.0	00.0	0.215	.0969	-.0005	0.233	.0377	2.220	0.003	.0000	-0.002	-24.0	-00.7	0.040	-0.010	0.203	-0.076
20.5	00.0	0.324	.1531	-.0013	0.357	.0296	2.115	0.005	-.0003	-0.001	-24.0	00.0	0.093	-0.033	0.130	-0.061
25.7	00.0	0.427	.2318	-.0021	0.485	.0237	1.840	0.007	-.0003	-0.003	-24.0	00.0	0.140	-0.052	0.098	-0.048
30.8	00.0	0.522	.3348	-.0042	0.620	.0197	1.559	0.008	-.0003	-0.003	-24.0	00.0	0.196	-0.078	0.081	-0.039
36.0	00.0	0.609	.4619	-.0080	0.764	0.056	1.318	0.009	-.0006	-0.003	-24.1	00.0	0.262	-0.109	0.062	-0.033
40.8	00.0	0.672	.5977	-.0133	0.899	.0131	1.124	0.009	-.0009	-0.001	-24.1	00.0	0.339	-0.147	0.045	-0.027
05.1	00.0	0.036	.0645	-.0084	0.042	.0610	0.563	0.003	-.0002	-0.002	00.0	-00.7	0.148	-0.070	0.184	-0.076
10.2	00.0	0.140	.0762	-.0127	0.151	.0501	1.831	0.005	-.0002	-0.001	00.1	-00.7	0.216	-0.101	0.199	-0.078
15.0	00.0	0.237	.1049	-.0149	0.256	.0396	2.258	0.002	-.0006	0.005	00.1	-00.7	0.287	-0.134	0.198	-0.075
20.5	00.0	0.354	.1685	-.0225	0.391	.0332	2.104	0.006	-.0007	0.000	00.2	00.0	0.449	-0.206	0.123	-0.061
25.7	00.0	0.462	.2554	-.0278	0.527	.0296	1.809	0.006	-.0009	0.005	00.3	00.0	0.572	-0.262	0.093	-0.048
30.8	00.0	0.562	.3670	-.0357	0.671	.0267	1.532	0.011	-.0011	0.000	00.3	00.0	0.725	-0.331	0.077	-0.040
36.0	00.0	0.650	.5053	-.0447	0.823	.0259	1.287	0.012	-.0014	0.003	00.4	00.0	0.875	-0.398	0.064	-0.036
40.8	00.0	0.711	.6489	-.0532	0.962	.0263	1.095	0.010	-.0018	0.008	00.5	00.0	1.003	-0.454	0.050	-0.031
05.1	00.0	0.069	.0825	-.0288	0.076	.0759	0.835	0.003	-.0005	.0003	16.7	-00.7	0.468	-0.236	0.204	-0.079
10.2	00.0	0.177	.1014	-.0375	0.192	.0682	1.744	0.004	-.0006	0.006	16.6	-00.7	0.613	-0.306	0.220	-0.081
15.0	00.0	0.280	.1399	-.0446	0.307	.0621	2.003	0.002	-.0011	0.014	16.5	-00.7	0.766	-0.380	0.213	-0.077
20.5	00.0	0.398	.2188	-.0581	0.449	.0654	1.817	0.004	-.0015	0.017	17.4	00.0	1.063	-0.510	0.138	-0.064
25.7	00.0	0.503	.3156	-.0671	0.590	.0661	1.593	0.004	-.0018	0.019	16.3	00.0	1.259	-0.595	0.110	-0.051
30.8	00.0	0.599	.4361	-.0762	0.738	.0672	1.374	0.008	-.0020	0.018	16.2	00.0	1.449	-0.669	0.093	-0.042
36.0	00.0	0.677	.5778	-.0856	0.887	.0696	1.171	0.009	-.0022	0.018	15.1	00.0	1.623	-0.728	0.081	-0.035
40.8	00.0	0.730	.7246	-.0927	1.026	.0711	1.007	0.010	-.0025	0.017	15.1	00.0	1.720	-0.758	0.066	-0.030

TABLE X. - AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 10^\circ$ WITH RUDDER UNDEFLECTED AND DIVE BRAKES EXTENDED - Concluded

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_I	C_n	δ_e	δ_r	C_{Ne}	C_{he}	C_{Nr}	C_{hr}
(g) $M = 2.50$ - Concluded																
09.8	-12+2	0.174	.0937	-.0212	0.187	.0626	1.892	0.103	-.0045	-.0130	-00.1	-00.4	0.261	-0.121	0.487	-0.224
09.8	-08.1	0.176	.0965	-.0200	0.188	.0654	1.805	0.066	-.0026	-.0086	-00.1	-00.3	0.277	-0.125	0.404	-0.188
09.8	-04+1	0.177	.0950	-.0203	0.191	.0634	1.867	0.032	-.0015	-.0037	-00.2	-00.2	0.287	-0.133	0.334	-0.156
09.8	00.0	0.178	.0951	-.0206	0.192	.0623	1.876	0.003	-.0002	-.0001	-00.2	-00.2	0.306	-0.143	0.268	-0.125
09.8	03.8	0.183	.0954	-.0211	0.197	.0627	1.921	0.025	+.0005	+.0046	-00.2	-00.1	0.330	-0.156	0.199	-0.093
09.8	08.0	0.183	.0965	-.0213	0.197	.0636	1.898	0.062	+.0009	+.0099	-00.2	-00.1	0.352	-0.168	0.138	-0.064
09.9	12.1	0.182	.0935	-.0226	0.195	.0608	1.941	0.099	+.0026	+.0149	-00.2	-00.0	0.376	-0.181	0.093	-0.045
09.7	-12+2	0.220	.1308	-.0526	0.239	.0915	1.682	0.104	-.0027	-.0148	19.5	-00.4	0.731	-0.338	0.507	-0.233
09.7	-08.1	0.221	.1333	-.0519	0.240	.0939	1.655	0.066	-.0014	-.0097	19.4	-00.3	0.766	-0.354	0.419	-0.195
09.7	-04+1	0.224	.1333	-.0519	0.243	.0934	1.677	0.032	-.0009	-.0039	19.4	-00.3	0.809	-0.378	0.348	-0.162
09.7	00.0	0.226	.1341	-.0530	0.245	.0939	1.682	0.003	-.0006	+.0009	19.3	-00.2	0.869	-0.410	0.281	-0.130
09.8	03.9	0.227	.1342	-.0530	0.247	.0935	1.695	0.028	-.0005	+.0067	19.3	-00.1	0.919	-0.434	0.206	-0.097
09.8	08.0	0.226	.1353	-.0528	0.246	.0946	1.672	0.063	-.0008	+.0125	19.3	-00.1	0.959	-0.455	0.150	-0.070
09.9	12.1	0.224	.1329	-.0543	0.244	.0923	1.690	0.102	+.0002	+.0184	19.2	00.0	1.003	-0.477	0.107	-0.050
(h) $M = 3.20$																
10.2	-11+3	0.082	.0824	.0118	0.095	.0666	0.992	0.087	-.0075	-.0129	-47.9	-00.9	-0.134	0.076	0.408	-0.164
10.2	-08.4	0.091	.0801	.0089	0.104	.0626	1.139	0.064	-.0057	-.0087	-47.9	-00.8	-0.084	0.051	0.357	-0.141
10.2	-04+2	0.104	.0760	.0074	0.116	.0562	1.370	0.033	-.0024	-.0046	-47.9	-00.8	-0.100	0.060	0.272	-0.105
10.2	04+3	0.101	.0758	.0075	0.113	.0566	1.334	0.025	-.0032	-.0040	-47.8	-00.7	-0.178	0.104	0.142	-0.051
10.2	08.6	0.087	.0786	.0104	0.100	.0618	1.113	0.052	+.0061	+.0082	-47.8	-00.7	-0.246	0.140	0.095	-0.034
10.1	11.5	0.075	.0785	.0126	0.088	.0639	0.960	0.068	+.0087	+.0103	-47.8	-00.6	-0.300	0.168	0.056	-0.021
10.2	-11.3	0.100	.0747	.0027	0.112	.0557	1.342	0.087	-.0061	-.0120	-23.9	-00.9	-0.026	0.017	0.422	-0.168
10.2	-08.5	0.107	.0738	.0019	0.118	.0536	1.444	0.065	-.0041	-.0089	-23.9	-00.8	-0.013	0.012	0.369	-0.145
10.3	-04+2	0.119	.0717	.0004	0.130	.0492	1.662	0.033	-.0020	-.0041	-23.9	-00.8	-0.001	0.006	0.287	-0.107
10.3	00.0	0.120	.0713	.0004	0.131	.0486	1.687	0.006	-.0001	-.0006	-23.9	-00.7	-0.001	0.009	0.211	-0.077
10.3	04+3	0.116	.0700	.0004	0.127	.0481	1.661	0.023	+.0023	+.0030	-23.9	-00.7	-0.011	0.013	0.155	-0.054
10.2	08.6	0.104	.0712	.0015	0.115	.0515	1.461	0.048	+.0046	+.0063	-23.9	-00.7	-0.033	0.022	0.105	-0.036
10.2	11.5	0.095	.0700	.0030	0.106	.0520	1.358	0.064	+.0068	+.0084	-23.9	-00.6	-0.048	0.029	0.067	-0.023
10.2	-11.3	0.124	.0793	-.0117	0.136	.0560	1.562	0.085	-.0050	-.0108	00.0	-00.9	0.174	-0.082	0.420	-0.169
10.2	-08.4	0.129	.0777	-.0119	0.141	.0534	1.663	0.063	-.0034	-.0078	00.1	-00.8	0.179	-0.084	0.371	-0.146
10.3	-04+2	0.140	.0754	-.0125	0.151	.0692	1.854	0.033	-.0016	-.0037	00.1	-00.8	0.191	-0.089	0.285	-0.109
10.3	04+3	0.137	.0754	-.0127	0.148	.0697	1.814	0.027	+.0011	+.0040	00.1	-00.7	0.221	-0.106	0.153	-0.055
10.2	08.6	0.127	.0764	-.0125	0.139	.0525	1.667	0.052	+.0027	+.0070	00.1	-00.7	0.232	-0.113	0.102	-0.035
10.2	11.5	0.119	.0769	-.0118	0.131	.0545	1.551	0.075	+.0046	+.0102	00.1	-00.7	0.234	-0.116	0.069	-0.026
10.2	-11.3	0.162	.1046	-.0369	0.178	.0741	1.549	0.086	-.0034	-.0118	16.7	-00.9	0.510	-0.253	0.438	-0.173
10.2	-08.5	0.166	.1037	-.0369	0.182	.0725	1.603	0.063	-.0021	-.0082	16.7	-00.8	0.525	-0.260	0.382	-0.150
10.2	-04+2	0.177	.1013	-.0371	0.192	.0682	1.744	0.031	-.0012	-.0036	16.6	-00.8	0.558	-0.278	0.298	-0.113
10.2	00.0	0.178	.1014	-.0372	0.193	.0681	1.752	0.005	-.0007	-.0006	16.6	-00.7	0.613	-0.306	0.222	-0.081
10.2	04+3	0.175	.0992	-.0376	0.190	.0664	1.765	0.023	-.0001	-.0043	16.6	-00.7	0.652	-0.326	0.162	-0.057
10.2	08.6	0.164	.0985	-.0370	0.179	.0678	1.666	0.046	+.0010	+.0077	16.6	-00.7	0.688	-0.345	0.121	-0.040
10.2	11.5	0.157	.0984	-.0372	0.172	.0690	1.597	0.065	+.0025	+.0101	16.5	-00.7	0.704	-0.354	0.085	-0.029

TABLE XI.- AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 20^\circ$ WITH RUDDER UNDEFLECTED AND DIVE BRAKES EXTENDED - Concluded

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_I	C_n	δ_e	δ_T	C_{Ne}	C_{he}	C_{Nr}	C_{hr}
(f) $M = 3.20$																
20.5	-08.5	0.307	1.1550	+0.037	0.342	+0.376	1.981	0.064	.0024	-0.0104	-47.9	-00.2	-0.001	0.005	0.294	-0.137
20.5	-04.2	0.313	1.1540	+0.033	0.347	+0.345	2.032	0.036	.0013	-0.0054	-48.0	-00.1	0.004	0.002	0.208	-0.097
20.5	00.0	0.315	1.1538	+0.036	0.349	+0.335	2.048	0.006	-0.0001	-0.0003	-47.9	00.0	-0.015	0.012	0.132	-0.062
20.5	04.3	0.312	1.1534	+0.033	0.346	+0.342	2.035	-0.023	-0.012	+0.048	-47.9	00.0	-0.042	0.026	0.079	-0.035
20.5	08.5	0.305	1.1522	+0.040	0.339	+0.357	2.004	-0.048	-0.021	+0.091	-47.9	00.0	-0.074	0.042	0.036	-0.015
20.5	-08.5	0.319	1.1543	-0.0021	0.353	+0.326	2.069	0.066	.0032	-0.0104	-24.0	-00.2	0.084	-0.030	0.292	-0.137
20.5	-04.2	0.323	1.1533	-0.0019	0.356	+0.304	2.105	0.036	.0017	-0.0054	-24.0	-00.1	0.093	-0.035	0.208	-0.097
20.5	00.0	0.325	1.1533	-0.0015	0.358	+0.296	2.119	0.006	-0.0003	-0.0003	-24.0	00.0	0.090	-0.034	0.130	-0.061
20.5	04.3	0.322	1.1524	-0.0021	0.355	+0.298	2.113	-0.023	-0.019	+0.047	-24.0	00.0	0.084	-0.031	0.069	-0.034
20.5	08.5	0.318	1.1524	-0.0021	0.351	+0.314	2.085	-0.047	-0.032	+0.089	-24.0	00.0	0.076	-0.027	0.027	-0.015
20.5	-08.5	0.355	1.1732	-0.0255	0.393	+0.376	2.049	0.063	.0043	-0.0096	-00.2	-00.2	0.418	-0.192	0.299	-0.141
20.5	-04.2	0.356	1.1716	-0.0244	0.394	+0.355	2.077	0.034	.0021	-0.0048	-00.2	-00.1	0.436	-0.200	0.207	-0.099
20.5	04.2	0.356	1.1701	-0.0249	0.393	+0.343	2.092	-0.024	-0.036	+0.054	-00.2	00.0	0.487	-0.226	0.069	-0.033
20.5	08.5	0.351	1.1706	-0.0253	0.389	+0.364	2.060	-0.046	-0.055	+0.094	-00.2	00.0	0.511	-0.237	0.028	-0.014
20.5	-08.5	0.392	1.2145	-0.0558	0.442	+0.634	1.826	0.062	.0053	-0.0097	15.5	-00.2	0.887	-0.420	0.311	-0.144
20.5	-04.2	0.395	1.2140	-0.0548	0.445	+0.616	1.846	0.033	.0022	-0.0042	15.4	-00.1	0.931	-0.444	0.215	-0.100
20.5	00.0	0.395	1.2134	-0.0542	0.445	+0.609	1.852	0.002	-0.016	+0.020	15.4	00.0	0.990	-0.473	0.139	-0.063
20.5	04.3	0.394	1.2136	-0.0552	0.444	+0.616	1.845	-0.026	-0.052	+0.076	15.4	00.0	1.052	-0.505	0.079	-0.035
20.5	08.5	0.390	1.2128	-0.0559	0.440	+0.624	1.833	-0.046	-0.078	+0.114	15.3	00.0	1.101	-0.528	0.045	-0.017

TABLE XIII.- AERODYNAMIC CHARACTERISTICS AT ZERO SIDESLIP WITH ELEVONS
AND DIVE BRAKES UNDEFLECTED - Concluded

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_l	C_n	S_e	t_T	C_{Ne}	C_{Re}	C_{Nr}	C_{Rr}
(g) M = 2.50 - Concluded																
04.5	00.0	0.092	0.076	-0.0178	0.098	.0648	1.272	0.019	.0006	-0.0258	-0.0	31.9	0.203	-0.098	1.166	-0.585
09.8	00.0	0.209	0.049	-0.0232	0.222	.0578	2.200	0.018	.0007	-0.0234	-0.2	31.9	0.290	-0.135	1.077	-0.534
14.9	00.0	0.327	0.1367	-0.0288	0.351	.0476	2.390	0.015	.0007	-0.0176	-0.4	32.2	0.387	-0.177	0.826	-0.399
20.1	00.0	0.440	0.2043	-0.0334	0.483	.0404	2.151	0.013	.0002	-0.0133	-0.4	32.4	0.491	-0.223	0.632	-0.307
25.3	-00.1	0.549	0.2984	-0.0376	0.624	.0347	1.840	0.012	.0002	-0.0115	-0.4	32.5	0.601	-0.275	0.534	-0.261
29.0	-00.2	0.621	0.3793	-0.0296	0.727	.0302	1.637	0.012	.0008	-0.0101	-0.4	32.5	0.669	-0.305	0.476	-0.231
(h) M = 3.20																
05.2	00.0	0.068	0.0490	-0.0139	0.072	.0426	1.386	0.008	.0001	-0.0069	0.0	12.7	0.170	-0.080	0.416	-0.213
10.2	00.0	0.165	0.0691	-0.0179	0.175	.0385	2.391	0.008	.0000	-0.0064	-0.1	12.7	0.246	-0.115	0.406	-0.206
15.0	00.0	0.255	0.1044	-0.0202	0.273	.0349	2.439	0.007	-0.0002	-0.0056	-0.1	12.7	0.325	-0.152	0.362	-0.184
20.4	00.0	0.362	0.1691	-0.0246	0.398	.0318	2.139	0.009	-0.0004	-0.0045	-0.1	12.8	0.458	-0.207	0.308	-0.152
25.5	00.0	0.466	0.2573	-0.0308	0.531	.0311	1.809	0.009	-0.0007	-0.0035	-0.2	12.8	0.611	-0.278	0.240	-0.120
30.7	00.0	0.562	0.3683	-0.0367	0.671	.0296	1.525	0.009	-0.0011	-0.0025	-0.3	12.8	0.745	-0.339	0.194	-0.097
35.8	00.0	0.643	0.5003	-0.0440	0.814	.0289	1.285	0.009	-0.0014	-0.0014	-0.3	12.9	0.877	-0.397	0.161	-0.084
40.6	00.0	0.703	0.6426	-0.0527	0.952	.0297	1.094	0.009	-0.0016	-0.0007	-0.4	12.9	1.011	-0.453	0.127	-0.069
05.2	00.0	0.067	0.0636	-0.0125	0.072	.0573	1.046	0.020	.0007	-0.0257	0.0	33.3	0.152	-0.072	1.013	-0.555
10.2	00.0	0.162	0.0826	-0.0161	0.174	.0524	1.958	0.019	.0006	-0.0242	0.0	33.3	0.221	-0.102	0.977	-0.536
15.0	00.0	0.255	0.1157	-0.0207	0.276	.0458	2.201	0.017	.0004	-0.0185	-0.1	33.5	0.338	-0.156	0.751	-0.405
20.4	00.0	0.362	0.1779	-0.0253	0.401	.0403	2.032	0.014	-0.0001	-0.0141	-0.1	33.5	0.466	-0.209	0.566	-0.314
25.6	00.0	0.463	0.2633	-0.0301	0.531	.0375	1.757	0.013	-0.0003	-0.0115	-0.2	33.0	0.593	-0.269	0.476	-0.269
30.7	00.0	0.561	0.3738	-0.0366	0.673	.0350	1.500	0.015	-0.0006	-0.0103	-0.3	33.1	0.726	-0.326	0.417	-0.245
35.8	00.0	0.641	0.5063	-0.0451	0.816	.0353	1.266	0.011	-0.0009	-0.0075	-0.3	33.1	0.885	-0.399	0.376	-0.211
40.6	00.0	0.701	0.6464	-0.0532	0.953	.0343	1.085	0.011	-0.0013	-0.0059	-0.4	33.1	1.011	-0.455	0.335	-0.178

TABLE XIV.- AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 5^\circ$ WITH ELEVONS
AND DIVE BRAKES UNDEFLECTED - Concluded

α_s , deg	β_s , deg	C_L	C_D	C_M	C_N	C_A	L/D	C_Y	C_I	C_n	S_e	S_T	C_{N_e}	C_{h_e}	C_{M_T}	C_{h_T}
(h) $K = 5.0$																
05.1	-12.7	0.346	.0541	-.0125	0.053	.0496	0.893	0.103	-.0068	-.0200	00.0	12.5	0.146	-0.066	0.848	-0.422
05.1	-08.5	0.359	.0523	-.0134	0.063	.0468	1.120	0.068	-.0047	-.0142	00.0	12.6	0.153	-0.071	0.692	-0.346
05.1	-04.2	0.365	.0503	-.0138	0.069	.0443	1.286	0.035	-.0022	-.0095	00.0	12.6	0.159	-0.074	0.535	-0.270
05.1	00.0	0.367	.0488	-.0136	0.071	.0426	1.370	0.006	0.000	-.0062	00.0	12.7	0.169	-0.081	0.419	-0.213
05.1	04.3	0.365	.0477	-.0141	0.069	.0417	1.361	0.023	0.0023	-.0037	00.0	12.8	0.171	-0.083	0.331	-0.169
05.1	08.6	0.357	.0478	-.0137	0.051	.0425	1.192	0.059	0.0050	-.0005	00.0	12.8	0.174	-0.087	0.263	-0.137
05.1	12.9	0.346	.0458	-.0132	0.050	.0415	1.007	0.081	0.0072	0.0030	00.0	12.8	0.166	-0.085	0.188	-0.099
05.1	-12.7	0.346	.0782	-.0113	0.053	.0737	0.591	0.123	0.0060	-.0049	00.0	32.9	0.140	-0.064	1.721	-0.924
05.1	-08.5	0.349	.0739	-.0124	0.065	.0683	0.4793	0.066	0.0041	-.0040	00.0	33.0	0.146	-0.068	1.502	-0.805
05.1	-04.2	0.365	.0683	-.0131	0.071	.0621	0.4953	0.050	0.0016	-.0315	00.0	33.2	0.154	-0.073	1.227	-0.666
05.2	00.0	0.367	.0640	-.0126	0.073	.0576	1.055	0.018	0.0005	-.0252	00.0	33.3	0.154	-0.074	1.023	-0.556
05.1	04.3	0.367	.0612	-.0140	0.072	.0549	1.090	0.012	0.0028	-.0200	00.0	33.4	0.172	-0.085	0.850	-0.466
05.1	08.6	0.359	.0589	-.0137	0.064	.0533	1.001	0.045	0.0056	-.0138	00.0	33.5	0.176	-0.088	0.696	-0.376
05.1	12.9	0.346	.0553	-.0130	0.053	.0507	0.873	0.075	0.0076	-.0073	00.0	33.6	0.167	-0.087	0.527	-0.280

TABLE XV. - AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 10^\circ$ WITH ELEVONS
AND DIVE BRAKES UNDEFLECTED

α , deg	β , deg	CL	C_D	C_m	C_N	C_A	L/D	C_Y	C_I	C_h	S_T	S_R	C_{he}	C_{he}	C_{hr}	C_{hy}
(a) $M = 1.6^*$																
10.6	-12.1	0.402	+1014	-0.0425	0.0414	+0.025	3.966	0.100	.0315	-0.0256	-001	13.4	0.348	-0.090	0.948	-0.339
10.6	-08.0	0.412	+1067	-0.0492	0.0425	+0.0285	3.865	0.073	0.0206	-0.0228	+001	13.4	0.467	-0.130	0.964	-0.332
10.6	-04.0	0.422	+1094	-0.0532	0.0435	+0.0293	3.857	0.042	.0097	-0.0174	-002	13.5	0.567	-0.166	0.938	-0.308
10.6	04.0	0.421	+1100	-0.0540	0.0434	+0.0301	3.826	0.019	-0.0148	-0.0055	-002	13.5	0.699	-0.216	0.824	-0.267
10.6	08.0	0.422	+1088	-0.0524	0.0435	+0.0287	3.879	0.046	-0.0261	-0.0003	-002	13.6	0.778	-0.239	0.738	-0.242
10.6	12.0	0.401	+1003	-0.0443	0.0413	+0.0243	4.003	-0.056	-0.0331	-0.0048	-002	13.6	0.724	-0.214	0.704	-0.220
10.6	-12.1	0.377	+1069	-0.0315	0.390	+0.0354	3.525	0.106	.0267	-0.0349	-030	32.2	0.280	-0.075	1.127	-0.475
10.6	-08.0	0.386	+1141	-0.0380	0.400	+0.0409	3.376	0.081	0.0182	-0.0347	-031	32.2	0.393	-0.113	1.206	-0.503
10.6	-04.0	0.394	+1201	-0.0418	0.409	+0.0452	3.278	0.051	0.0075	-0.0329	-031	32.1	0.480	-0.145	1.289	-0.526
10.6	04.0	0.395	+1198	-0.0436	0.410	+0.0464	3.294	-0.011	-0.0197	-0.0215	-032	32.2	0.600	-0.193	1.184	-0.484
10.6	08.1	0.396	+1157	-0.0432	0.411	+0.0404	3.426	-0.042	-0.0261	-0.0120	-032	32.3	0.673	-0.213	1.013	-0.411
10.6	12.1	0.388	+1104	-0.0398	0.402	+0.0367	3.518	-0.055	-0.0351	-0.0137	-032	32.4	0.701	-0.223	0.956	-0.378
(b) $M = 0.90$																
10.5	-12.1	0.375	+1145	-0.0319	0.390	+0.0442	3.278	0.181	.0233	-0.0232	-021	13.5	0.459	-0.139	0.934	-0.371
10.5	-08.1	0.382	+1194	-0.0370	0.397	+0.0479	3.195	0.081	0.0164	-0.0208	-021	13.5	0.569	-0.185	0.925	-0.360
10.5	-04.0	0.389	+1238	-0.0388	0.405	+0.0508	3.141	0.052	0.0090	-0.0198	-022	13.5	0.674	-0.236	0.926	-0.348
10.5	04.0	0.387	+1238	-0.0390	0.403	+0.0511	3.127	-0.017	-0.0121	-0.0074	-022	13.6	0.810	-0.304	0.783	-0.283
10.5	08.0	0.387	+1207	-0.0375	0.403	+0.0480	3.210	-0.049	-0.0195	-0.0046	-023	13.7	0.850	-0.316	0.701	-0.246
10.4	-12.1	0.355	+1178	-0.0232	0.371	+0.0511	3.018	0.121	.0220	-0.0331	-031	32.4	0.359	-0.104	1.138	-0.496
10.4	-08.1	0.362	+1238	-0.0280	0.378	+0.0559	2.920	0.087	0.0157	-0.0324	-031	32.4	0.460	-0.152	1.154	-0.501
10.5	-04.0	0.370	+1279	-0.0306	0.387	+0.0584	2.891	0.057	0.0085	-0.0312	-031	32.4	0.556	-0.198	1.156	-0.502
10.5	04.0	0.369	+1301	-0.0326	0.387	+0.0608	2.840	-0.066	-0.0110	-0.0228	-032	32.4	0.689	-0.266	1.093	-0.486
10.5	08.0	0.368	+1267	-0.0313	0.385	+0.0575	2.905	-0.037	-0.0181	-0.0188	-032	32.4	0.729	-0.280	1.009	-0.438
10.4	12.1	0.357	+1200	-0.0274	0.373	+0.0530	2.975	-0.067	-0.0240	-0.0187	-032	32.5	0.716	-0.270	0.961	-0.408
(c) $M = 1.00$																
10.6	-12.1	0.410	+1318	-0.0360	0.427	+0.0541	3.109	0.122	.0293	-0.0241	-021	13.3	0.390	-0.130	1.104	-0.461
10.6	-08.1	0.410	+1359	-0.0365	0.428	+0.0581	3.017	0.083	0.0205	-0.0208	-021	13.4	0.489	-0.181	1.019	-0.421
10.6	-04.0	0.416	+1409	-0.0378	0.435	+0.0618	2.953	0.051	0.0109	-0.0199	-022	13.4	0.583	-0.236	1.033	-0.423
10.6	04.0	0.419	+1436	-0.0402	0.438	+0.0640	2.915	-0.017	-0.0140	-0.0075	-023	13.5	0.771	-0.336	0.903	-0.361
10.6	08.0	0.417	+1263	-0.0368	0.435	+0.0571	3.060	-0.044	-0.0224	-0.0085	-023	13.6	0.781	-0.321	0.782	-0.299
10.6	12.1	0.413	+1303	-0.0353	0.430	+0.0519	3.171	-0.074	-0.0294	-0.0063	-023	13.6	0.736	-0.287	0.661	-0.257
10.5	-12.1	0.386	+1349	-0.0260	0.404	+0.0617	2.860	0.126	.0292	-0.0367	-031	32.2	0.283	-0.096	1.227	-0.545
10.5	-08.0	0.386	+1399	-0.0269	0.405	+0.0666	2.758	0.090	0.0205	-0.0348	-031	32.2	0.370	-0.137	1.261	-0.559
10.6	-04.0	0.395	+1440	-0.0286	0.415	+0.0688	2.746	0.063	0.0111	-0.0334	-031	32.2	0.451	-0.186	1.254	-0.558
10.6	04.0	0.402	+1502	-0.0330	0.423	+0.0736	2.677	-0.009	-0.0138	-0.0218	-033	32.2	0.632	-0.288	1.193	-0.536
10.6	08.0	0.399	+1420	-0.0294	0.418	+0.0662	2.807	-0.036	-0.0222	-0.0231	-033	32.3	0.651	-0.283	1.075	-0.480
10.6	12.1	0.396	+1353	-0.0299	0.414	+0.0602	2.925	-0.071	-0.0307	-0.0184	-032	32.4	0.673	-0.271	0.948	-0.423
(d) $M = 1.20$																
10.6	-12.1	0.387	+1394	-0.0306	0.406	+0.0658	2.775	0.130	.0190	-0.0302	-021	13.2	0.376	-0.162	1.224	-0.534
10.6	-08.1	0.399	+1430	-0.0352	0.419	+0.0669	2.794	0.084	0.0142	-0.0226	-022	13.2	0.458	-0.201	1.172	-0.514
10.6	-04.0	0.406	+1449	-0.0353	0.426	+0.0674	2.804	0.046	0.0079	-0.0173	-023	13.2	0.531	-0.240	1.154	-0.508
10.6	04.0	0.405	+1439	-0.0356	0.425	+0.0666	2.818	-0.026	-0.0105	-0.0042	-023	13.3	0.685	-0.316	0.945	-0.422
10.6	08.0	0.405	+1408	-0.0355	0.426	+0.0635	2.880	-0.062	-0.0164	-0.0014	-024	13.4	0.763	-0.348	0.795	-0.350
10.6	12.1	0.388	+1361	-0.0311	0.406	+0.0524	2.848	-0.101	-0.0206	-0.0068	-024	13.5	0.807	-0.366	0.714	-0.306
10.6	-12.1	0.381	+1491	-0.0452	0.402	+0.0764	2.556	0.138	.0198	-0.0428	-041	32.0	0.273	-0.124	1.433	-0.641
10.6	-08.1	0.391	+1525	-0.0495	0.412	+0.0779	2.561	0.093	0.0146	-0.0358	-041	32.0	0.356	-0.163	1.408	-0.634
10.6	-04.0	0.397	+1546	-0.0498	0.419	+0.0786	2.570	0.054	0.0086	-0.0302	-042	32.0	0.427	-0.201	1.381	-0.633
10.6	04.0	0.397	+1521	-0.0505	0.418	+0.0763	2.609	-0.021	-0.0097	-0.0146	-043	32.1	0.578	-0.275	1.155	-0.539
10.6	08.1	0.393	+1479	-0.0499	0.414	+0.0728	2.660	-0.056	-0.0159	-0.0097	-043	32.2	0.654	-0.308	1.030	-0.482
10.6	12.1	0.378	+1442	-0.0459	0.398	+0.0722	2.620	-0.095	-0.0201	-0.0054	-043	32.3	0.703	-0.329	0.946	-0.432
(e) $M = 1.3^*$																
10.3	-12.2	0.351	+1316	-0.0489	0.369	+0.0662	2.667	0.135	.0116	-0.0324	-021	13.1	0.369	-0.159	1.282	-0.561
10.3	-08.1	0.362	+1321	-0.0530	0.380	+0.0646	2.742	0.087	0.0081	-0.0236	-022	13.1	0.435	-0.195	1.176	-0.523
10.4	-04.0	0.371	+1323	-0.0551	0.389	+0.0631	2.806	0.048	0.0055	-0.0175	-023	13.2	0.493	-0.224	1.088	-0.488
10.4	04.0	0.370	+1318	-0.0552	0.388	+0.0626	2.809	-0.026	-0.0075	-0.0041	-023	13.3	0.648	-0.300	0.936	-0.415
10.4	08.1	0.366	+1315	-0.0521	0.384	+0.0632	2.768	-0.062	-0.0105	-0.0020	-024	13.4	0.712	-0.332	0.813	-0.360
10.3	12.1	0.357	+1280	-0.0503	0.374	+0.0616	2.788	-0.108	-0.0136	-0.0124	-024	13.5	0.742	-0.349	0.659	-0.285
10.5	-12.1	0.350	+1449	-0.0447	0.371	+0.0781	2.418	0.140	.0120	-0.0442	-041	31.9	0.290	-0.127	1.474	-0.672
10.5	-08.1	0.362	+1460	-0.0491	0.383	+0.0769	2.482	0.094	0.0095	-0.0365	-042	31.9	0.357	-0.164	1.401	-0.657
10.6	-04.0	0.373	+1471	-0.0515	0.394	+0.0759	2.537	0.057	0.0060	-0.0317	-042	32.0	0.417	-0.213	1.362	-0.645
10.6	04.0	0.371	+1413	-0.0518	0.391	+0.0765	2.628	-0.025	-0.0068	-0.0114	-043	32.0	0.564	-0.268	1.031	-0.483
10.6	08.1	0.365	+1403	-0.0495	0.385	+0.0707	2.606	-0.060	-0.0104	-0.0069	-043	32.1	0.626	-0.299	0.950	-0.448
10.5	12.1	0.352	+1357	-0.0456	0.371	+0.0687	2.595	-0.104	-0.0040	-0.0050	-043	32.4	0.654	-0.316	0.802	-0.377
(f) $M = 1.70$																
09.9	-12.3	0.277	+													

TABLE XV. - AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 10^\circ$ WITH ELEVONS
AND DIVE BRAKES UNDEFLECTED - Concluded

α , deg	β , deg	c_L	c_D	c_m	c_N	c_A	L/D	c_Y	c_I	c_n	s_e	s_r	c_{Ne}	c_{Re}	c_{N_L}	c_{R_L}
(g) M = 2.50																
09.8	-12.2	0.197	.0839	-.0215	0.208	.0491	2.342	0.111	-.0011	-.0245	-02+2	12+1	0.237	-0.108	0.957	-0.454
09.8	-08.1	0.204	.0830	-.0227	0.215	.0469	2.457	0.072	-.0007	-0.0182	-01+9	12+2	0.257	-0.118	0.827	-0.392
09.8	-04.1	0.208	.0815	-.0231	0.219	.0447	2.554	0.038	-.0004	-0.0129	-01+9	12+3	0.272	-0.125	0.711	-0.337
09.8	00.0	0.208	.0860	-.0234	0.219	.0432	2.605	0.009	-.0002	-0.0082	-02+0	12+4	0.285	-0.132	0.594	-0.283
09.8	04.0	0.213	.0805	-.0239	0.224	.0427	2.650	0.021	-.0002	-0.0028	-02+0	12+5	0.298	-0.140	0.475	-0.227
09.9	08.0	0.213	.0810	-.0237	0.224	.0430	2.633	0.056	-.0001	-0.0029	-02+0	12+6	0.307	-0.145	0.362	-0.173
09.9	12.1	0.206	.0795	-.0231	0.217	.0426	2.595	0.093	-.0000	-0.0090	-02+0	12+7	0.316	-0.150	0.265	-0.127
(h) M = 3.20																
10+1	-11.3	0.155	.0723	-.0182	0.165	.0438	2.139	0.090	-.0004	-.0204	00+0	12+5	0.219	-0.099	0.788	-0.391
10+2	-08.4	0.159	.0719	-.0181	0.169	.0420	2.228	0.068	-.0001	-.0165	00+0	12+6	0.223	-0.102	0.687	-0.341
10+2	-04+2	0.166	.0704	-.0180	0.176	.0397	2.360	0.036	-.0003	-.0108	-00+1	12+6	0.234	-0.106	0.535	-0.265
10+2	04.3	0.164	.0675	-.0180	0.173	.0373	2.424	0.019	-.0001	-.0021	-00+1	12+8	0.256	-0.121	0.306	-0.155
10+2	08.6	0.160	.0647	-.0187	0.169	.0353	2.473	0.046	-.0002	-.0024	-00+1	12+8	0.266	-0.128	0.210	-0.111
10+1	11.5	0.152	.0637	-.0185	0.161	.0358	2.387	0.066	-.0006	-.0053	-00+1	12+9	0.272	-0.131	0.166	-0.083
10+2	-11.2	0.151	.0960	-.0176	0.166	.0676	1.577	0.109	-.0006	-.0486	00+0	32+9	0.224	-0.101	1.656	-0.896
10+2	-08.4	0.157	.0927	-.0177	0.171	.0633	1.693	0.086	-.0007	-.0421	-00+1	33+0	0.223	-0.103	1.504	-0.799
10+2	-04+1	0.164	.0855	-.0178	0.177	.0578	1.851	0.050	-.0009	-.0328	-00+1	33+2	0.231	-0.107	1.247	-0.669
10+2	04.3	0.164	.0788	-.0181	0.175	.0483	2.077	0.011	-.0005	-.0145	-00+1	33+5	0.260	-0.123	0.706	-0.375
10+2	08.6	0.160	.0739	-.0186	0.171	.0441	2.172	0.041	-.0007	-.0069	-00+1	33+6	0.271	-0.131	0.516	-0.263
10+2	11.5	0.153	.0710	-.0185	0.163	.0428	2.151	0.063	-.0010	-.0025	-00+1	33+7	0.267	-0.132	0.431	-0.218

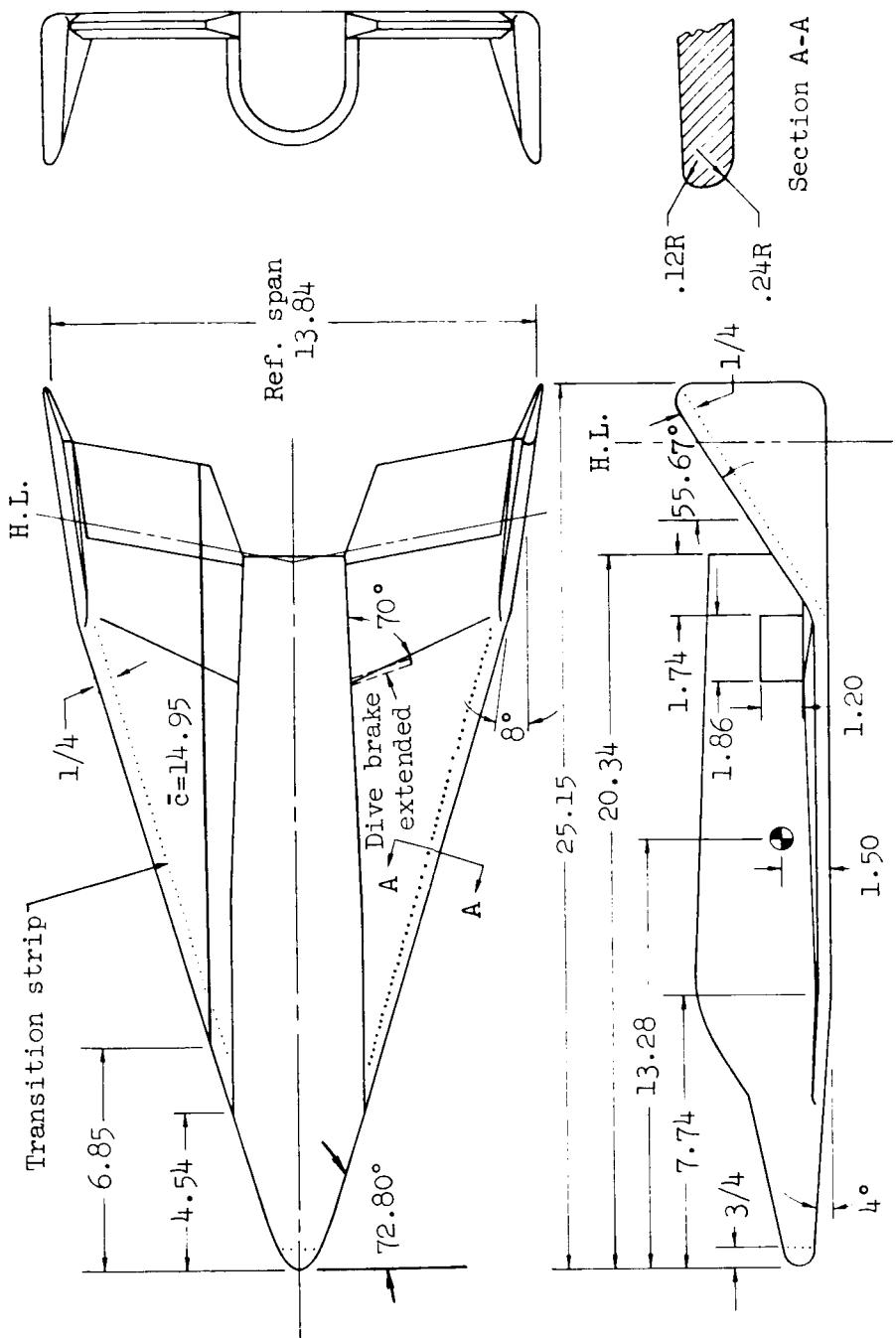
TABLE XVI. - AERODYNAMIC CHARACTERISTICS IN SIDESLIP AT $\alpha = 20^\circ$ WITH ELEVONS AND DIVE BRAKES UNDEFLECTED

α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	I/D	C_Y	C_I	C_n	S_E	δ_T	C_{N_C}	C_{h_T}	C_{N_T}	C_{h_F}
(a) M = 0.60																
21.4	-08.0	0.749	2178	-0.0223	0.799	-0.0150	2.697	0.083	.0370	-0.0257	08.8	13.6	0.351	-0.096	0.750	-0.255
21.4	-04.0	0.751	2838	-0.0230	0.803	-0.0106	2.647	0.052	.0196	-0.0185	08.8	13.6	0.502	-0.153	0.711	-0.235
21.4	04.0	0.751	2815	-0.0245	0.802	-0.0122	2.668	-0.004	-0.0204	-0.0068	08.6	13.7	0.761	-0.258	0.648	-0.196
21.4	08.1	0.739	2749	-0.0210	0.788	-0.0136	2.687	-0.011	-0.0356	-0.0088	08.6	13.6	0.815	-0.281	0.725	-0.209
21.3	-08.0	0.721	2838	-0.0154	0.775	.0014	2.541	0.097	.0369	-0.0459	-03.1	32.2	0.279	-0.080	1.211	-0.472
21.4	-04.0	0.726	2937	-0.0164	0.783	-0.0083	2.472	0.070	.0202	-0.0434	-03.1	32.2	0.426	-0.133	1.287	-0.487
21.4	04.1	0.722	2925	-0.0183	0.779	-0.0089	2.468	0.006	-0.0195	-0.0308	-03.2	32.3	0.672	-0.235	1.259	-0.446
21.4	08.1	0.720	2901	-0.0156	0.776	.0075	2.481	-0.004	-0.0357	-0.0314	-03.3	32.2	0.741	-0.263	1.338	-0.473
(b) M = 0.90																
21.1	-08.0	0.777	3068	-0.0292	0.835	.0061	2.531	0.087	.0311	-0.0213	-00.1	13.7	0.415	-0.126	0.620	-0.240
21.1	-04.0	0.789	3173	-0.0359	0.850	.0109	2.486	0.056	.0151	-0.0186	-00.1	13.7	0.576	-0.202	0.646	-0.251
21.1	04.0	0.796	3210	-0.0364	0.858	.0117	2.479	-0.017	-0.0166	-0.0043	-00.2	13.7	0.826	-0.309	0.579	-0.223
21.1	08.1	0.778	3088	-0.0261	0.837	.0071	2.520	-0.042	-0.0320	-0.072	-00.2	13.7	0.842	-0.306	0.571	-0.217
21.1	-07.9	0.754	3096	-0.0222	0.815	.0171	2.436	0.106	.0330	-0.0424	-03.0	32.4	0.309	-0.089	1.015	-0.423
21.1	-03.9	0.766	3182	-0.0265	0.829	.0203	2.407	0.058	.0152	-0.0349	-03.1	32.5	0.470	-0.165	0.988	-0.410
21.1	04.0	0.760	3158	-0.0252	0.823	.0202	2.408	-0.010	-0.0183	-0.0172	-03.2	32.5	0.701	-0.271	0.888	-0.372
21.1	08.1	0.749	3001	-0.0192	0.807	.0100	2.496	-0.044	-0.0363	-0.0081	-03.2	32.6	0.792	-0.308	0.633	-0.286
(c) M = 1.00																
21.2	-08.0	0.815	3439	-0.0656	0.884	.0249	2.369	0.093	.0234	-0.0189	-02.2	13.6	0.583	-0.221	0.642	-0.255
21.3	-04.0	0.822	3482	-0.0640	0.892	.0258	2.360	0.042	.0088	-0.0042	-02.2	13.7	0.714	-0.280	0.559	-0.225
21.3	04.0	0.819	3464	-0.0658	0.889	.0252	2.365	-0.012	-0.0118	-0.0113	-02.3	13.7	0.888	-0.365	0.486	-0.191
21.2	08.1	0.814	3370	-0.0620	0.881	.0187	2.416	-0.048	-0.0298	-0.0050	-02.4	13.8	0.940	-0.386	0.356	-0.139
21.2	-08.0	0.799	3436	-0.0573	0.869	.0306	2.325	0.104	.0243	-0.0351	-03.1	32.4	0.443	-0.173	0.956	-0.429
21.2	-04.0	0.802	3460	-0.0552	0.873	.0311	2.319	0.052	.0092	-0.0195	-03.2	32.4	0.563	-0.227	0.880	-0.401
21.2	04.1	0.804	3347	-0.0514	0.871	.0198	2.403	-0.005	-0.0128	-0.0219	-03.3	32.7	0.697	-0.286	0.550	-0.226
21.2	08.1	0.775	3198	-0.0422	0.838	.0174	2.423	-0.033	-0.0301	-0.0161	-03.3	32.7	0.779	-0.322	0.397	-0.184
(d) M = 1.20																
21.2	-08.0	0.735	3305	-0.0715	0.805	.0414	2.225	0.107	.0188	-0.0351	-03.3	13.3	0.623	-0.258	1.010	-0.445
21.3	-04.0	0.742	3319	-0.0734	0.812	.0397	2.226	0.060	.0098	-0.0212	-03.3	13.4	0.725	-0.306	0.827	-0.360
21.3	04.0	0.741	3285	-0.0740	0.810	.0368	2.256	-0.032	-0.0114	-0.0048	-03.4	13.7	0.913	-0.400	0.475	-0.197
21.2	08.1	0.735	3226	-0.0715	0.802	.0340	2.278	-0.066	-0.0201	-0.0155	-03.5	13.7	1.006	-0.439	0.344	-0.143
21.2	-08.0	0.728	3359	-0.0665	0.800	.0490	2.167	0.110	.0185	-0.0430	-04.2	32.2	0.538	-0.229	1.159	-0.527
21.3	-04.0	0.736	3387	-0.0691	0.809	.0481	2.174	0.064	.0094	-0.0312	-04.3	32.2	0.639	-0.275	1.058	-0.506
21.3	04.1	0.741	3326	-0.0703	0.811	.0408	2.227	-0.027	-0.0124	-0.0027	-04.4	32.6	0.833	-0.371	0.556	-0.267
21.2	08.1	0.728	3250	-0.0678	0.796	.0389	2.239	-0.065	-0.0203	-0.0079	-04.4	32.6	0.904	-0.408	0.473	-0.219
(e) M = 1.35																
21.2	-08.0	0.685	3100	-0.0674	0.751	.0410	2.210	0.105	.0138	-0.0332	-02.3	13.3	0.635	-0.269	0.978	-0.440
21.2	-04.0	0.692	3109	-0.0696	0.758	.0388	2.227	0.059	.0075	-0.0207	-02.3	13.4	0.713	-0.306	0.781	-0.356
21.2	04.0	0.697	3106	-0.0707	0.762	.0368	2.243	-0.039	-0.0094	-0.0068	-02.4	13.7	0.867	-0.381	0.416	-0.187
21.2	08.1	0.693	3074	-0.0682	0.757	.0357	2.253	-0.078	-0.0159	-0.0174	-02.5	13.8	0.932	-0.411	0.261	-0.119
21.2	-08.0	0.680	3202	-0.0640	0.750	.0522	2.124	0.109	.0139	-0.0440	-04.3	32.1	0.564	-0.244	1.215	-0.570
21.2	-04.0	0.688	3192	-0.0660	0.757	.0478	2.155	0.063	.0074	-0.0306	-04.3	32.2	0.640	-0.279	1.022	-0.502
21.2	04.1	0.691	3120	-0.0673	0.757	.0403	2.214	-0.034	-0.0096	-0.004	-04.4	32.6	0.786	-0.353	0.501	-0.256
21.2	08.2	0.687	3092	-0.0646	0.752	.0394	2.221	-0.079	-0.0161	-0.0116	-04.4	32.7	0.846	-0.383	0.383	-0.181
(f) M = 1.70																
20.3	-08.3	0.576	2536	-0.0491	0.628	.0373	2.271	0.097	.0084	-0.0275	-03.4	12.1	0.524	-0.232	0.893	-0.412
20.3	-04.2	0.580	2525	-0.0514	0.632	.0345	2.298	0.055	.0044	-0.0185	-03.5	12.3	0.570	-0.256	0.717	-0.331
20.4	03.8	0.589	2528	-0.0529	0.640	.0310	2.329	-0.030	-0.0049	-0.0041	-03.6	12.6	0.665	-0.302	0.349	-0.165
20.4	07.8	0.589	2529	-0.0508	0.640	.0306	2.328	-0.074	-0.0097	-0.0146	-03.6	12.7	0.697	-0.318	0.205	-0.101
20.3	-08.3	0.572	2668	-0.0494	0.629	.0510	2.144	0.102	.0086	-0.0385	-04.8	31.8	0.526	-0.234	1.153	-0.541
20.3	-04.2	0.577	2628	-0.0520	0.632	.0455	2.155	0.060	.0042	-0.0276	-04.9	32.0	0.575	-0.257	1.058	-0.453
20.4	03.8	0.580	2586	-0.0531	0.639	.0376	2.264	-0.027	-0.0053	-0.0018	-05.0	32.4	0.669	-0.303	0.512	-0.262
20.5	07.8	0.586	2568	-0.0509	0.639	.0351	2.283	-0.072	-0.0100	-0.0103	-05.0	32.6	0.701	-0.320	0.331	-0.165
(g) M = 2.50																
20.1	-08.1	0.437	1976	-0.0309	0.478	.0352	2.209	0.076	.0058	-0.0202	-03.3	12.3	0.428	-0.195	0.715	-0.344
20.1	-04.1	0.439	1967	-0.0314	0.480	.0333	2.233	0.043	.0030	-0.0135	-03.4	12.4	0.453	-0.205	0.568	-0.276
20.2	03.9	0.448	1976	-0.0327	0.489	.0304	2.249	-0.025	-0.0034	-0.0022	-03.4	12.7	0.505	-0.230	0.255	-0.128
20.2	07.9	0.447	1974	-0.0322	0.488	.0301	2.266	-0.060	-0.0072	-0.0090	-03.4	12.8	0.522	-0.239	0.137	-0.072
20.1	-08.1	0.433	2116	-0.0304	0.479	.0500	2.044	0.085	.0065	-0.0351	-04.7	31.9	0.430	-0.196	1.186	-0.584
20.1	-04.1	0.436	2074	-0.0313	0.481	.0445	2.104	0.049	.0034	-0.0248	-04.8	32.1	0.451	-0.205	0.896	-0.449
20.2	03.9	0.447	2025	-0.0329	0.489	.0359	2.205	-0.021	-0.0033	-0.0034	-04.8	32.4	0.505	-0.220	0.420	-0.209
20.2	07.9	0.447	2011	-0.0324	0.489	.0340	2.222	-0.056	-0.0071	-0.0048	-04.8	32.7	0.521	-0.239	0.286	-0.131
(h) M = 3.00																
20.4	-08.5	0.363	1747	-0.0274	0.401	.0370	2.077	0.067	.0070	-0.0164	-00.1	12.6	0.439	-0.199	0.602	-0.294
20.4	-04.2	0.363	1722	-0.0260	0.400	.0346	2.107	0.038	.0038	-0.0105	-00.1	12.7	0.452	-0.206	0.449	-0.221
20.4	00.9	0.362	1705	-0.0256</												

TABLE XVII.- AERODYNAMIC CHARACTERISTICS IN SIDESLIP WITH ELEVONS AND DIVE BRAKES UNDEFLECTED. ANGLE OF ATTACK AS NOTED

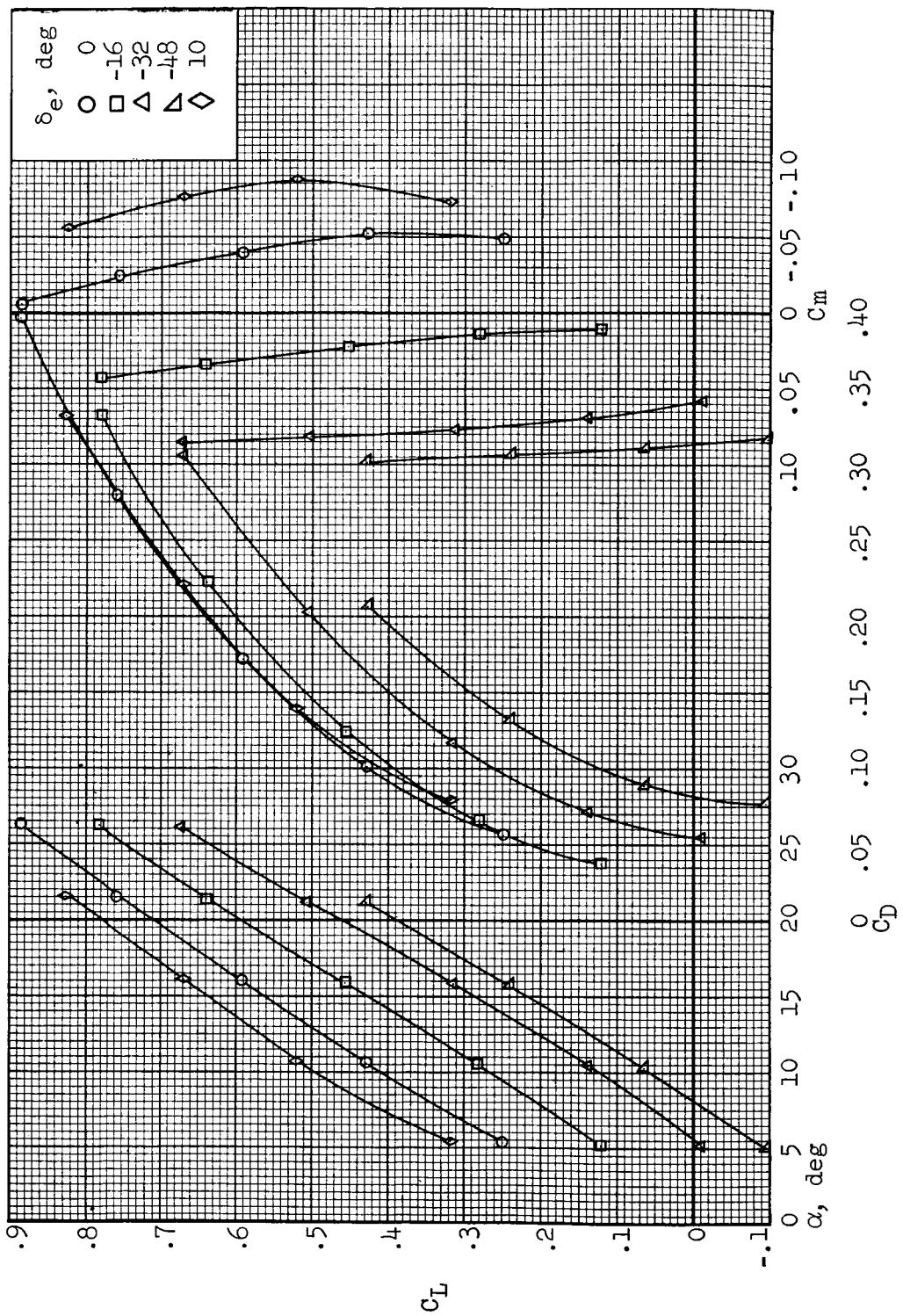
α , deg	β , deg	C_L	C_D	C_m	C_N	C_A	L/D	C_Y	C_i	C_{ii}	S_e	S_r	C_{Ne}	C_{Re}	C_{Nr}	C_{Rr}
(a) $M = 1.70$																
25.5	-08.5	0.697	3.653	-0.0505	0.786	.0286	1.907	0.096	.0125	-0.0242	-03.5	12.2	0.596	-0.260	0.744	-0.338
25.6	-04.2	0.696	3.639	-0.0324	0.785	.0271	1.913	0.055	.0081	-0.0153	-03.5	12.4	0.654	-0.292	0.539	-0.250
25.7	03.8	0.701	3.628	-0.0530	0.789	.0229	1.932	-0.030	-0.0088	.0047	-03.6	12.8	0.749	-0.337	0.187	-0.088
25.7	07.9	0.707	3.639	-0.0518	0.790	.0230	1.928	-0.070	-0.0143	.0121	-03.7	12.9	0.789	-0.358	0.072	-0.035
25.5	-08.4	0.691	3.701	-0.0506	0.786	.0406	1.838	0.101	.0124	-0.0345	-04.9	32.0	0.596	-0.263	0.990	-0.474
25.6	-04.3	0.693	3.733	-0.0525	0.786	.0371	1.855	0.059	.0079	-0.0242	-04.9	32.2	0.658	-0.293	0.787	-0.379
25.7	03.8	0.699	3.692	-0.0535	0.790	.0295	1.894	-0.026	-0.0090	-0.0009	-05.0	32.6	0.753	-0.340	0.372	-0.184
25.7	07.9	0.699	3.673	-0.0518	0.789	.0272	1.903	-0.068	-0.0148	.0084	-05.1	32.7	0.791	-0.360	0.224	-0.104
(b) $M = 0.50$																
25.2	-08.3	0.541	2.896	-0.0338	0.613	.0309	1.868	0.072	.0101	-0.0176	-03.4	12.4	0.528	-0.239	0.637	-0.308
25.3	-04.2	0.544	2.890	-0.0339	0.615	.0289	1.881	0.041	.0058	-0.0117	-03.4	12.5	0.548	-0.248	0.484	-0.233
25.3	03.9	0.556	2.933	-0.0367	0.628	.0266	1.895	-0.024	-0.0053	.0027	-03.5	12.8	0.627	-0.284	0.179	-0.088
25.4	08.0	0.553	2.922	-0.0353	0.625	.0263	1.893	-0.056	-0.0120	.0088	-03.5	12.9	0.645	-0.294	0.071	-0.042
25.2	-08.3	0.536	3.007	-0.0334	0.613	.0432	1.782	0.081	.0106	-0.0301	-04.8	32.0	0.526	-0.238	0.998	-0.497
25.3	-04.2	0.542	2.979	-0.0338	0.617	.0378	1.818	0.046	.0060	-0.0207	-04.8	32.3	0.549	-0.249	0.743	-0.365
25.3	03.9	0.554	2.973	-0.0360	0.628	.031C	1.864	-0.021	-0.0058	-0.020	-04.9	32.7	0.626	-0.285	0.349	-0.161
25.4	08.0	0.553	2.955	-0.0354	0.626	.0295	1.870	-0.053	-0.0119	.0051	-04.9	32.8	0.646	-0.294	0.217	-0.089
(c) $M = 3.20$																
30.6	-08.5	0.557	3.707	-0.0399	0.668	.0347	1.502	0.059	.0120	-0.0111	-00.2	12.7	0.702	-0.314	0.467	-0.230
30.7	-04.2	0.559	3.702	-0.0381	0.670	.0324	1.511	0.034	.0064	-0.0064	-00.3	12.8	0.722	-0.325	0.318	-0.158
30.7	04.3	0.558	3.667	-0.0386	0.667	.0302	1.522	-0.016	-0.0081	.0013	-00.3	12.9	0.790	-0.357	0.096	-0.054
30.7	08.5	0.556	3.649	-0.0402	0.664	.0299	1.523	-0.033	-0.0133	.0039	-00.3	12.9	0.814	-0.368	0.038	-0.024
30.7	-08.4	0.552	3.810	-0.0396	0.669	.0458	1.448	0.068	.0127	-0.0245	-00.2	32.8	0.690	-0.309	0.871	-0.471
31.7	-04.2	0.555	3.774	-0.0377	0.670	.0407	1.471	0.039	.0067	-0.0165	-00.3	32.9	0.711	-0.321	0.623	-0.349
30.7	04.3	0.558	3.708	-0.0365	0.669	.0337	1.504	-0.012	-0.0078	-0.0040	-00.3	33.2	0.777	-0.353	0.280	-0.157
30.7	08.5	0.556	3.675	-0.0401	0.666	.0318	1.514	-0.032	-0.0130	.0009	-00.3	33.2	0.804	-0.364	0.166	-0.091

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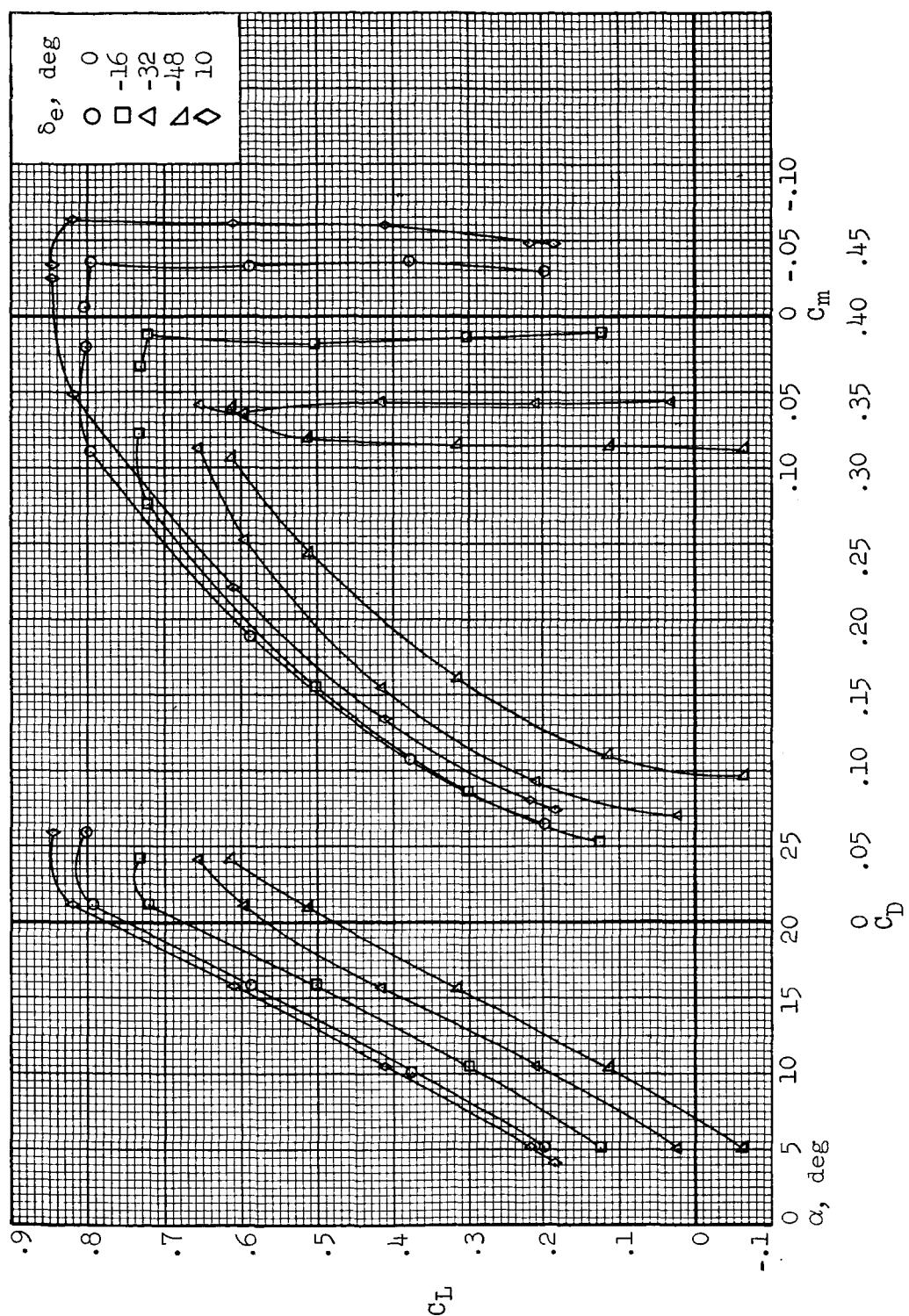
Note: All dimensions in inches
unless otherwise noted

Figure 1.- Model details.



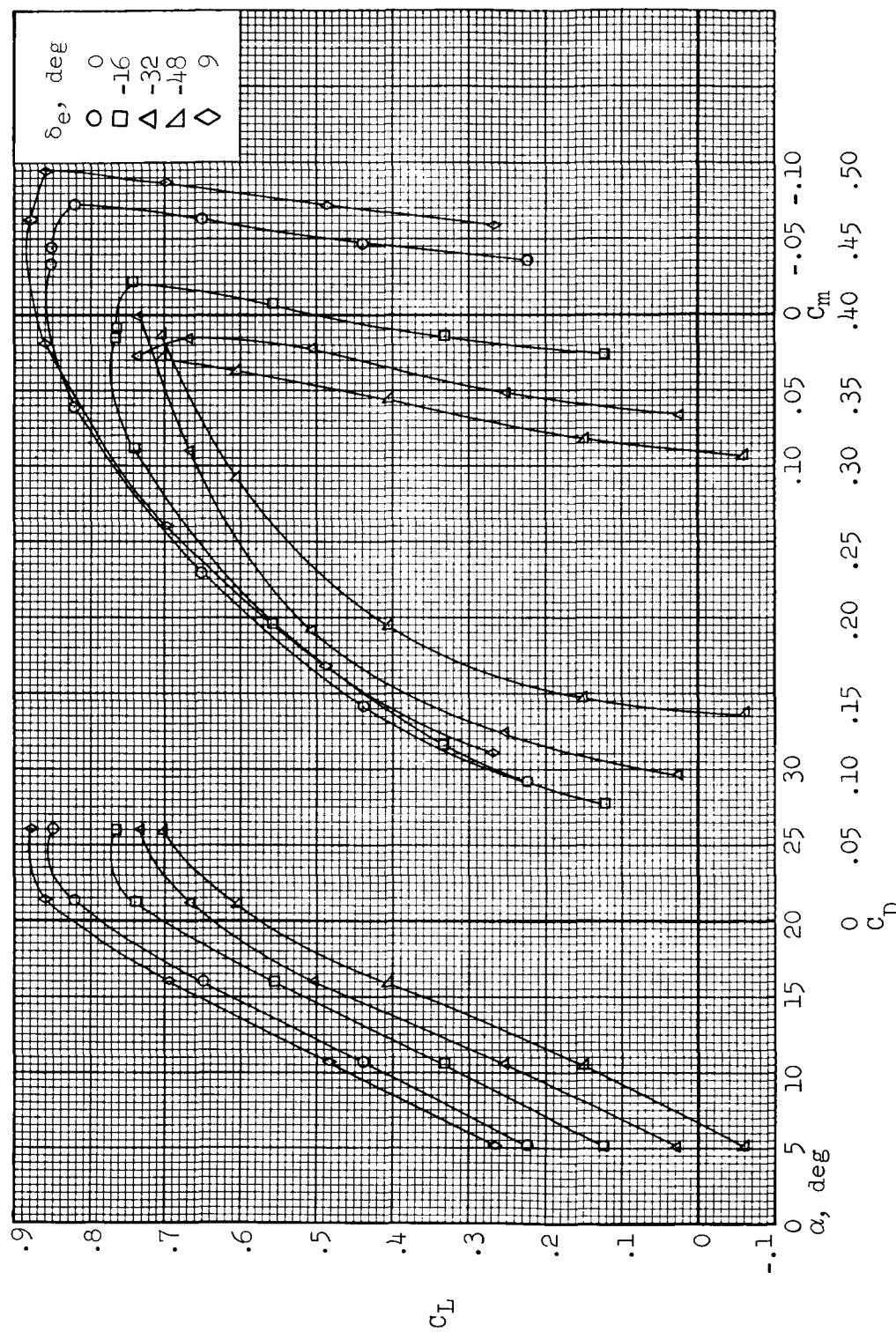
(a) $M = 0.60$

Figure 2.- Lift, drag, and pitching-moment characteristics for various elevon deflections at zero sideslip with rudder and dive brakes undeflected.



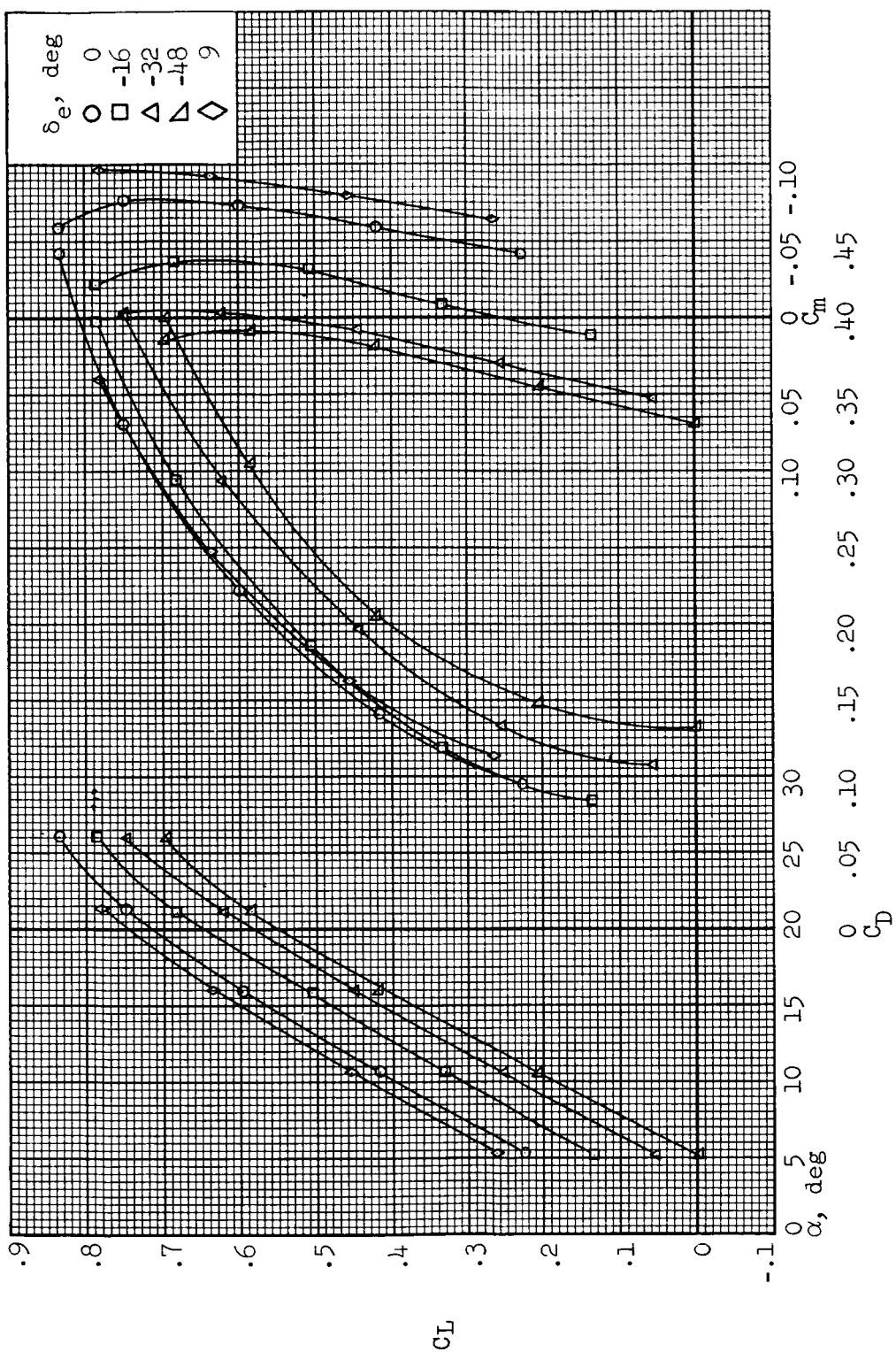
(b) $M = 0.90$

Figure 2. -- Continued.



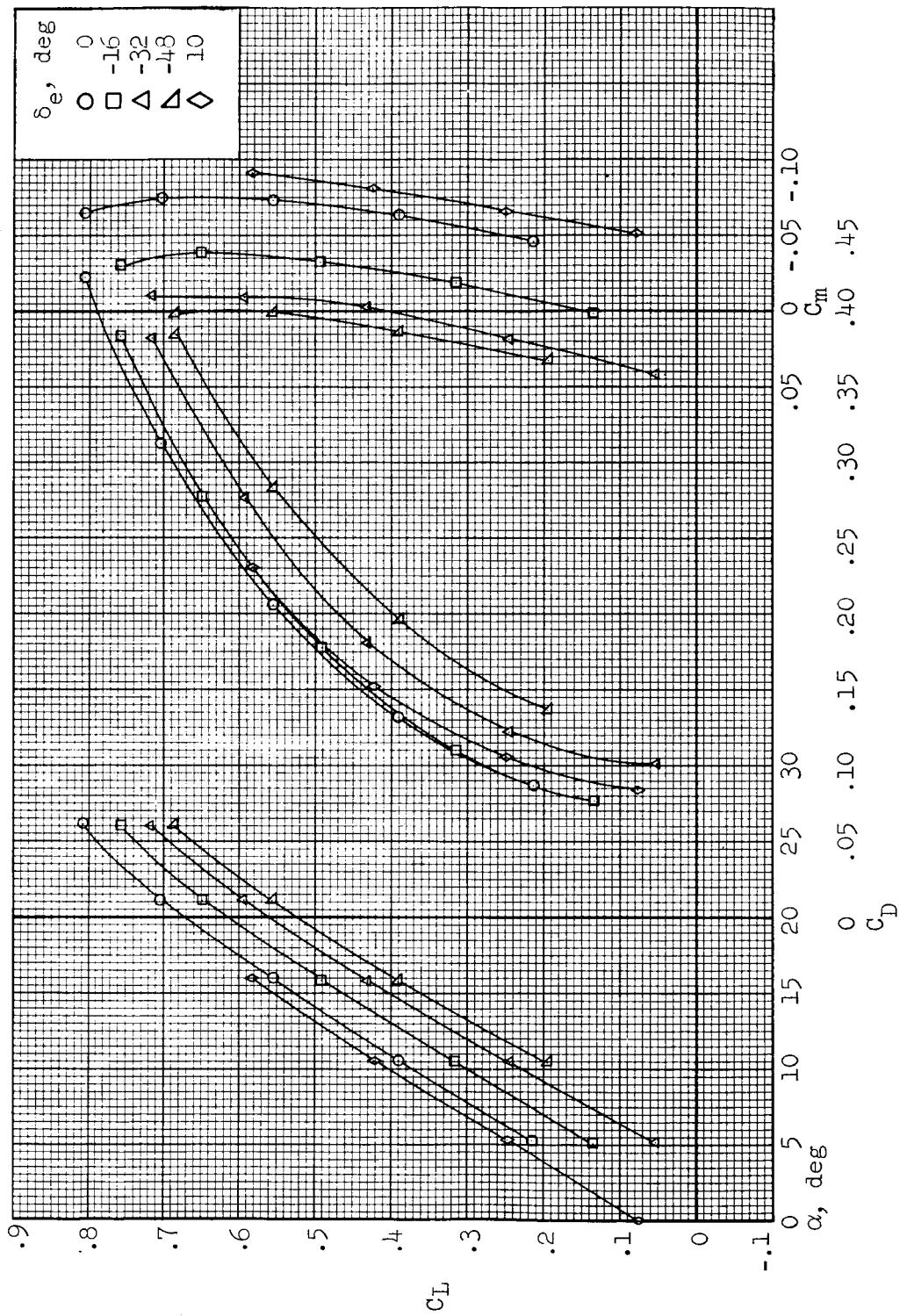
(c) $M = 1.00$

Figure 2.- Continued.



(d) $M = 1.20$

Figure 2.-- Continued.



(e) $M = 1.35$

Figure 2.- Continued.

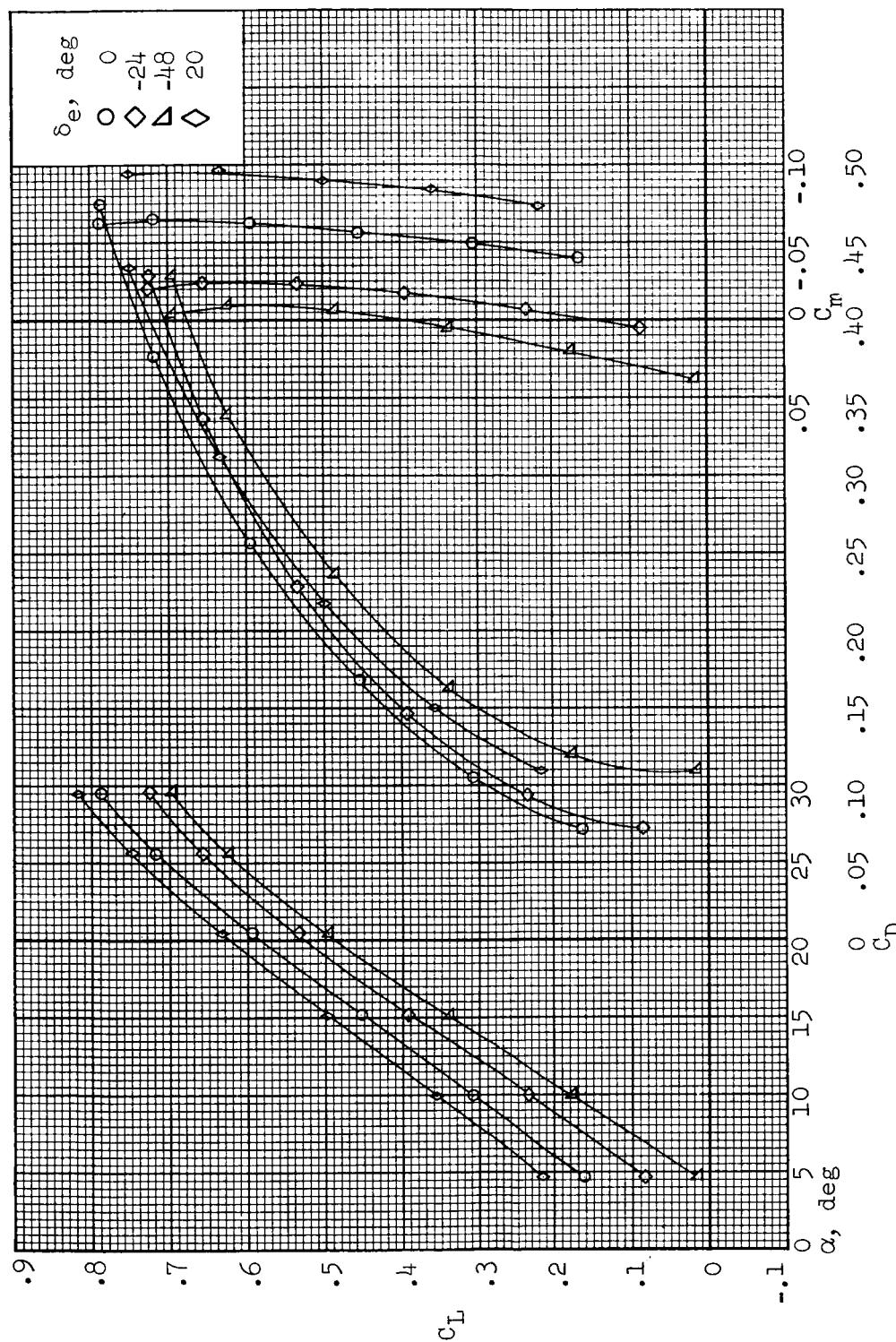
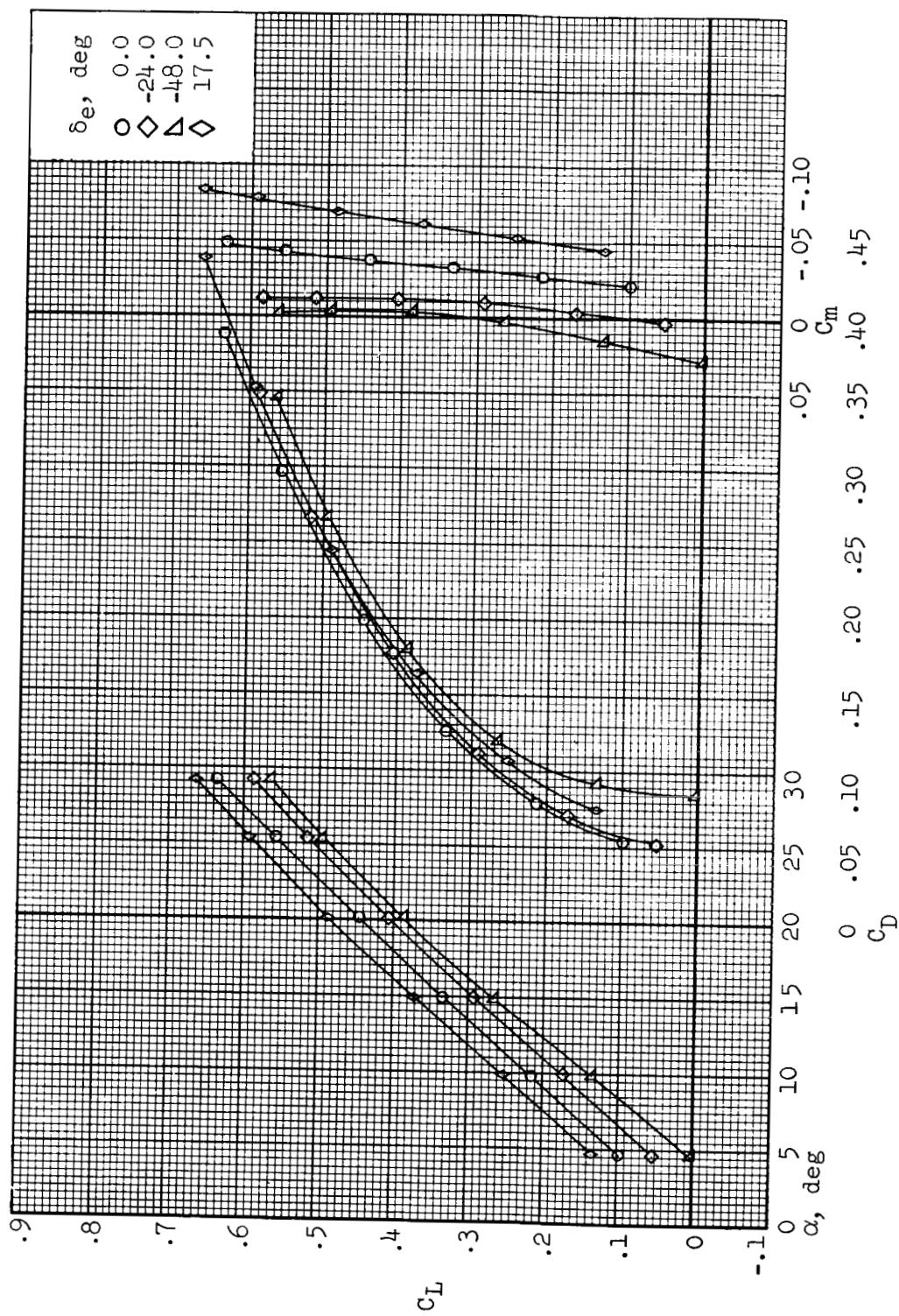
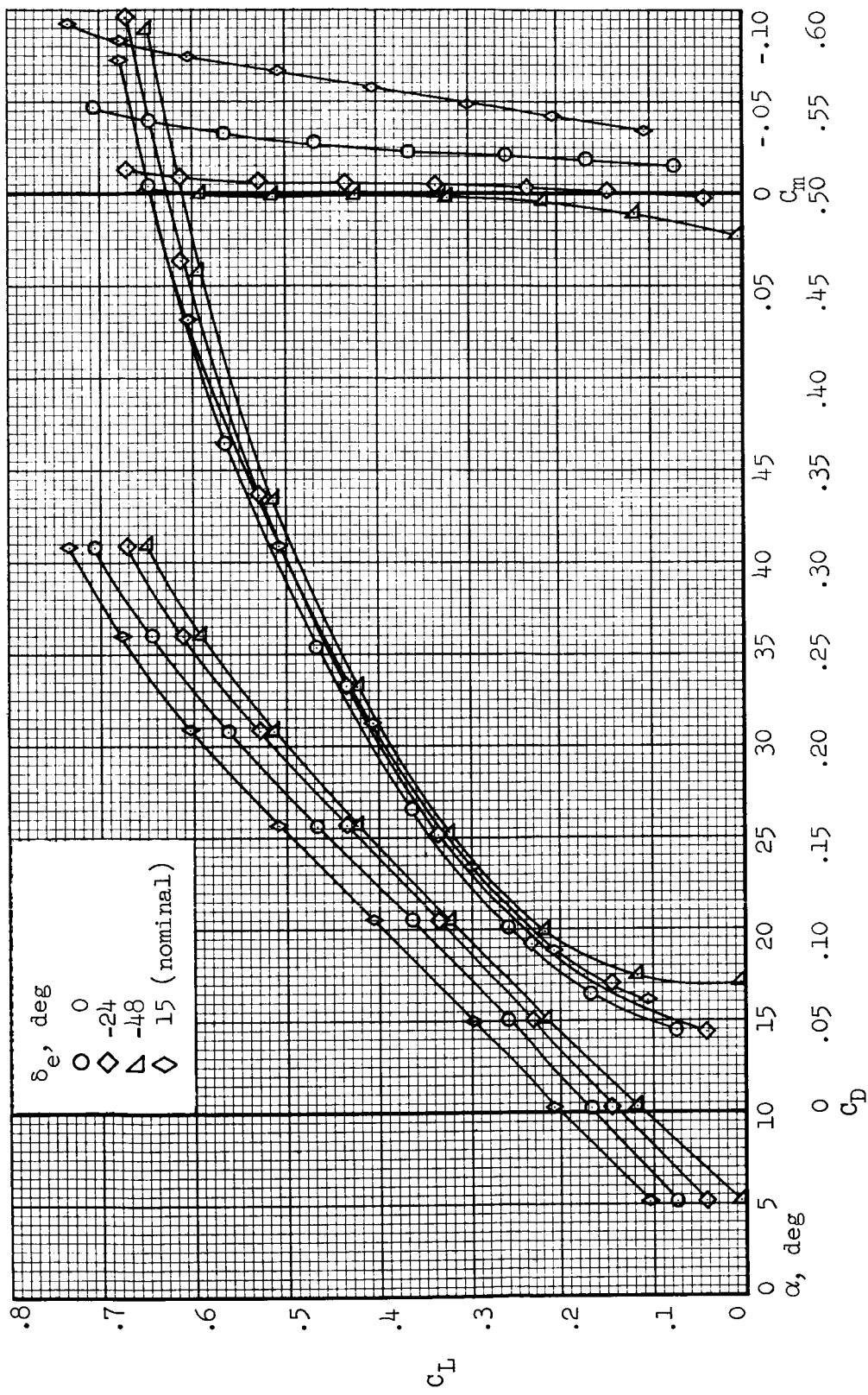


Figure 2.- Continued.
(f) $M = 1.70$



(g) $M = 2.50$

Figure 2.- Continued.



(h) $M = 3.20$

Figure 2-- Concluded.

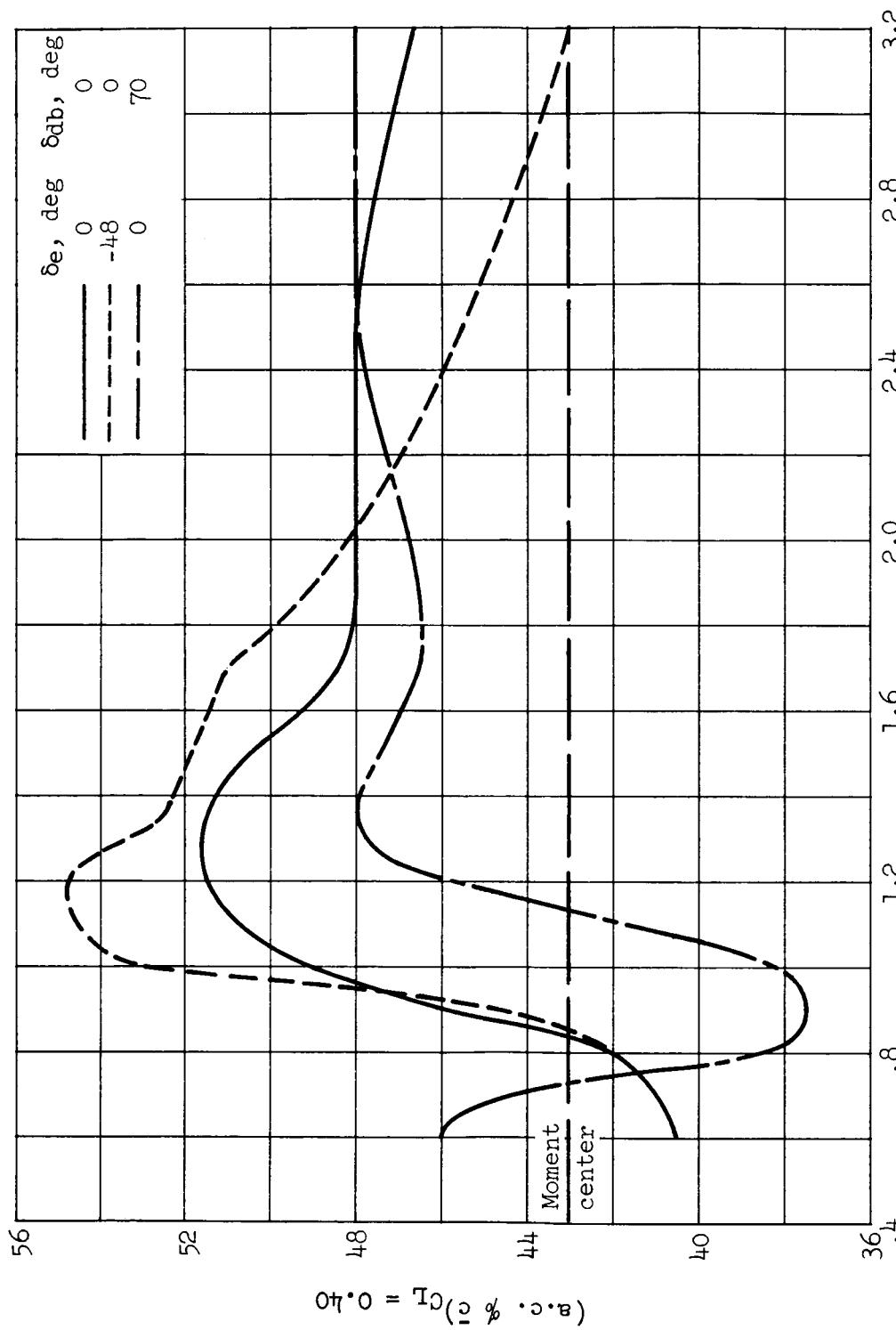


Figure 3.- Variation of longitudinal-aerodynamic-center location with Mach number.

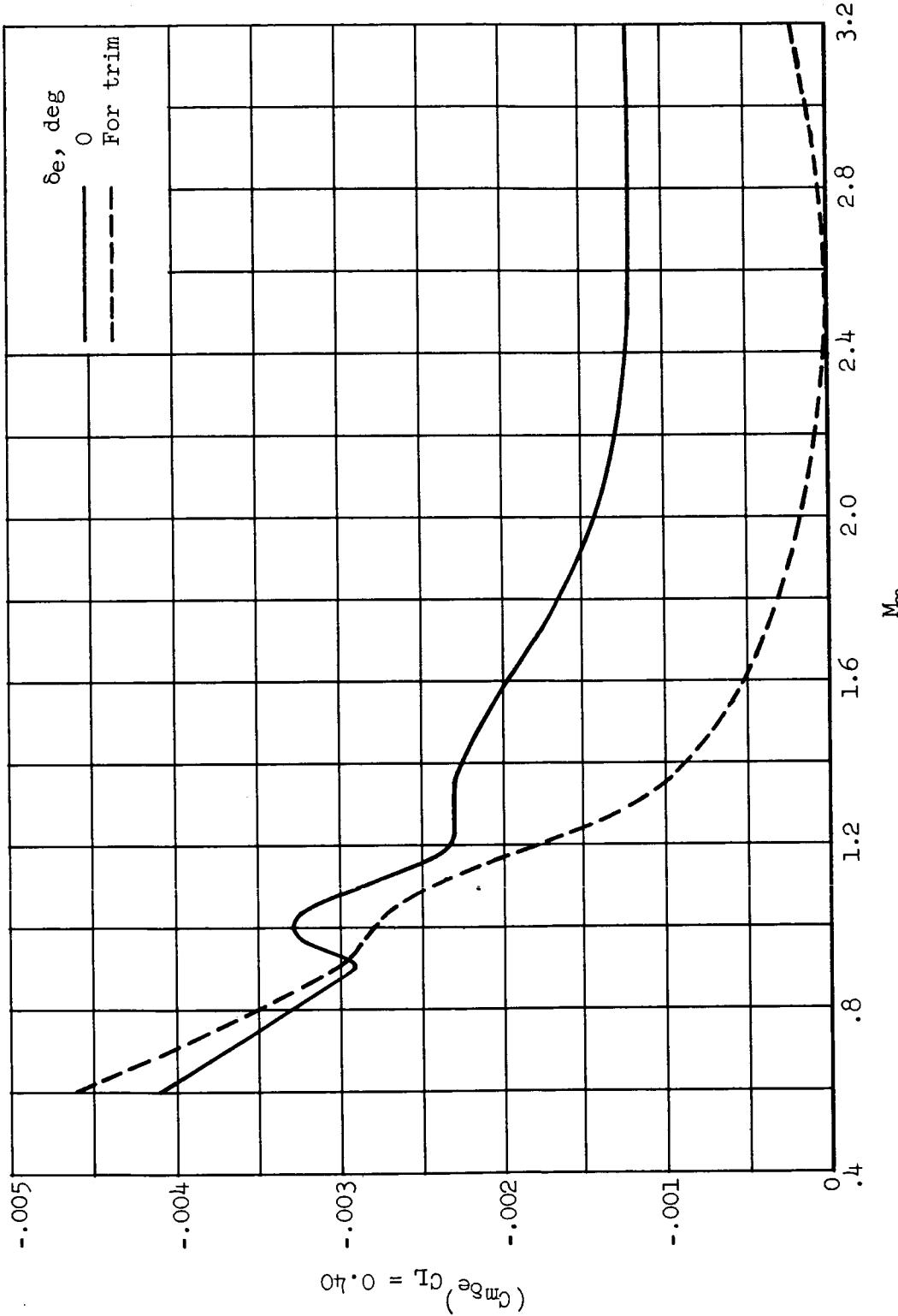


Figure 4.- Variation of elevon control power with Mach number.

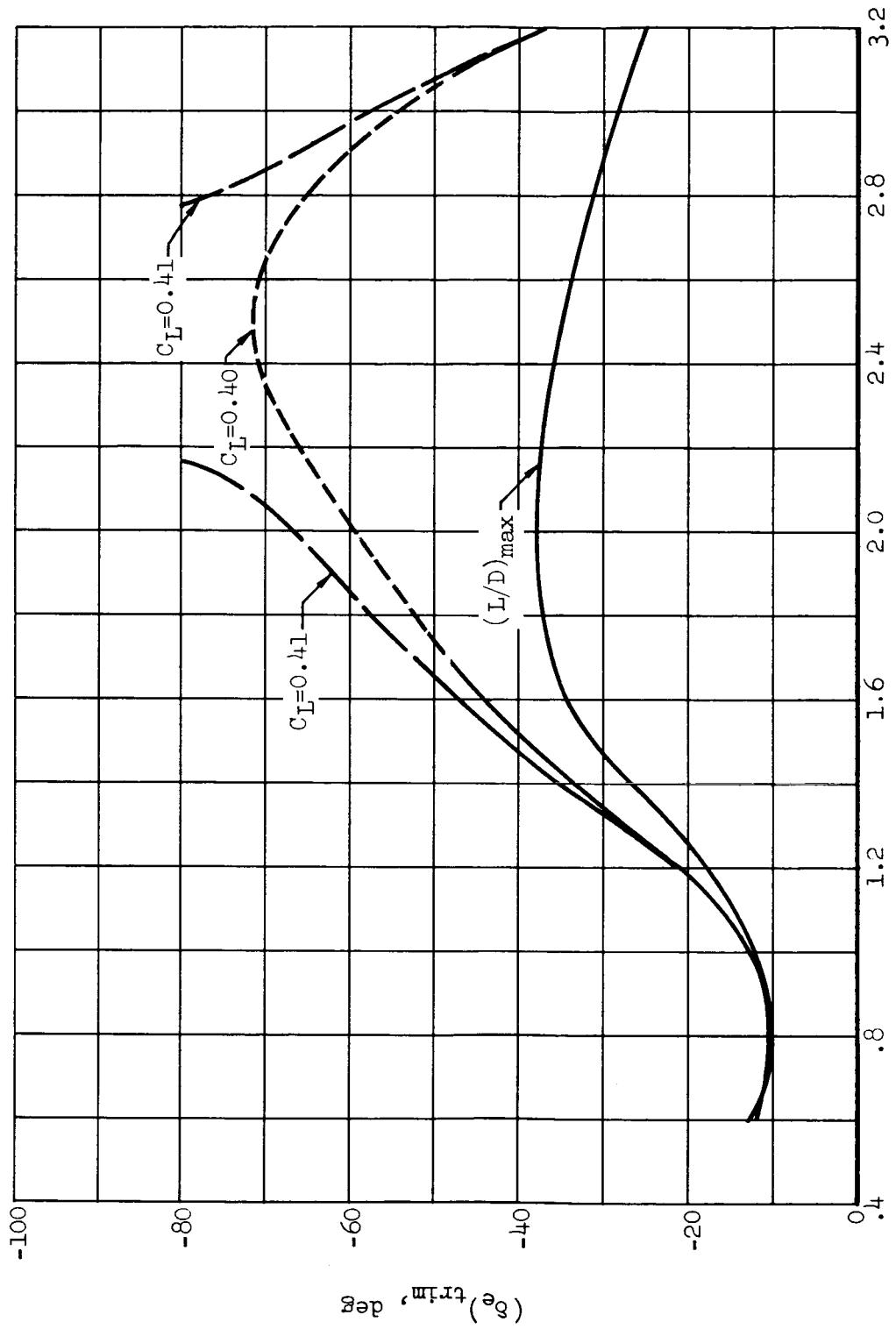


Figure 5.- Variation with Mach number of elevon deflection required for trim.

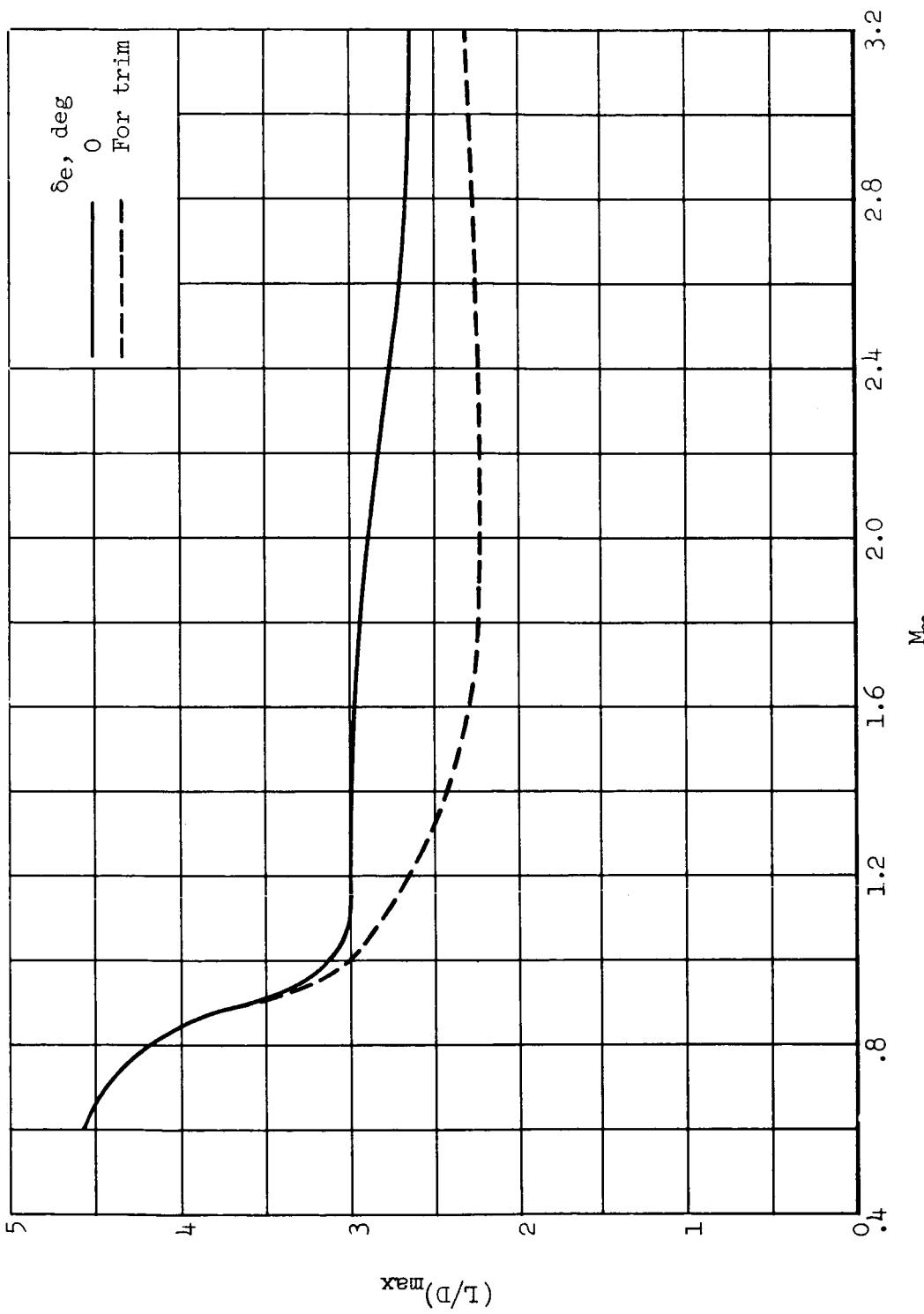
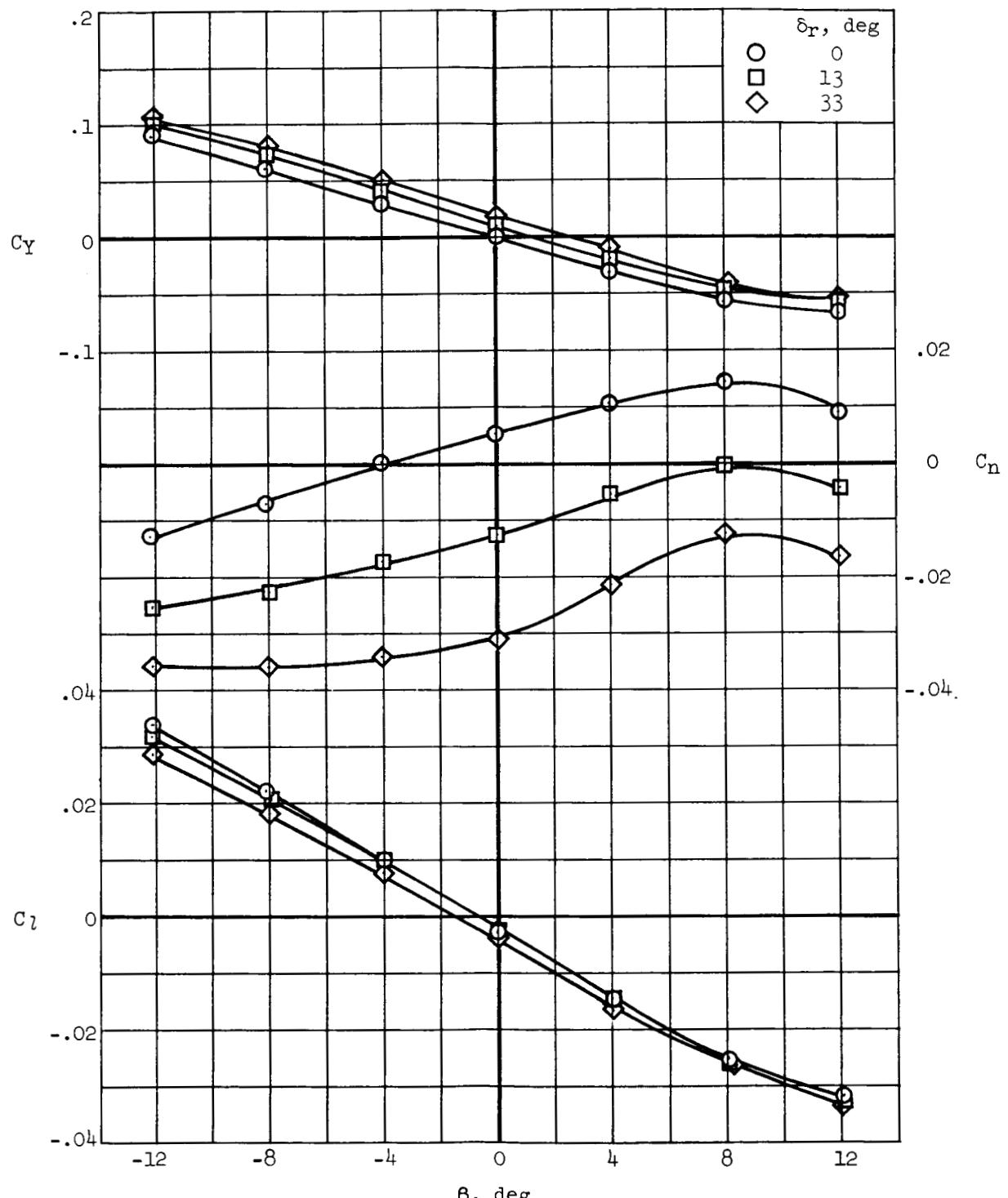
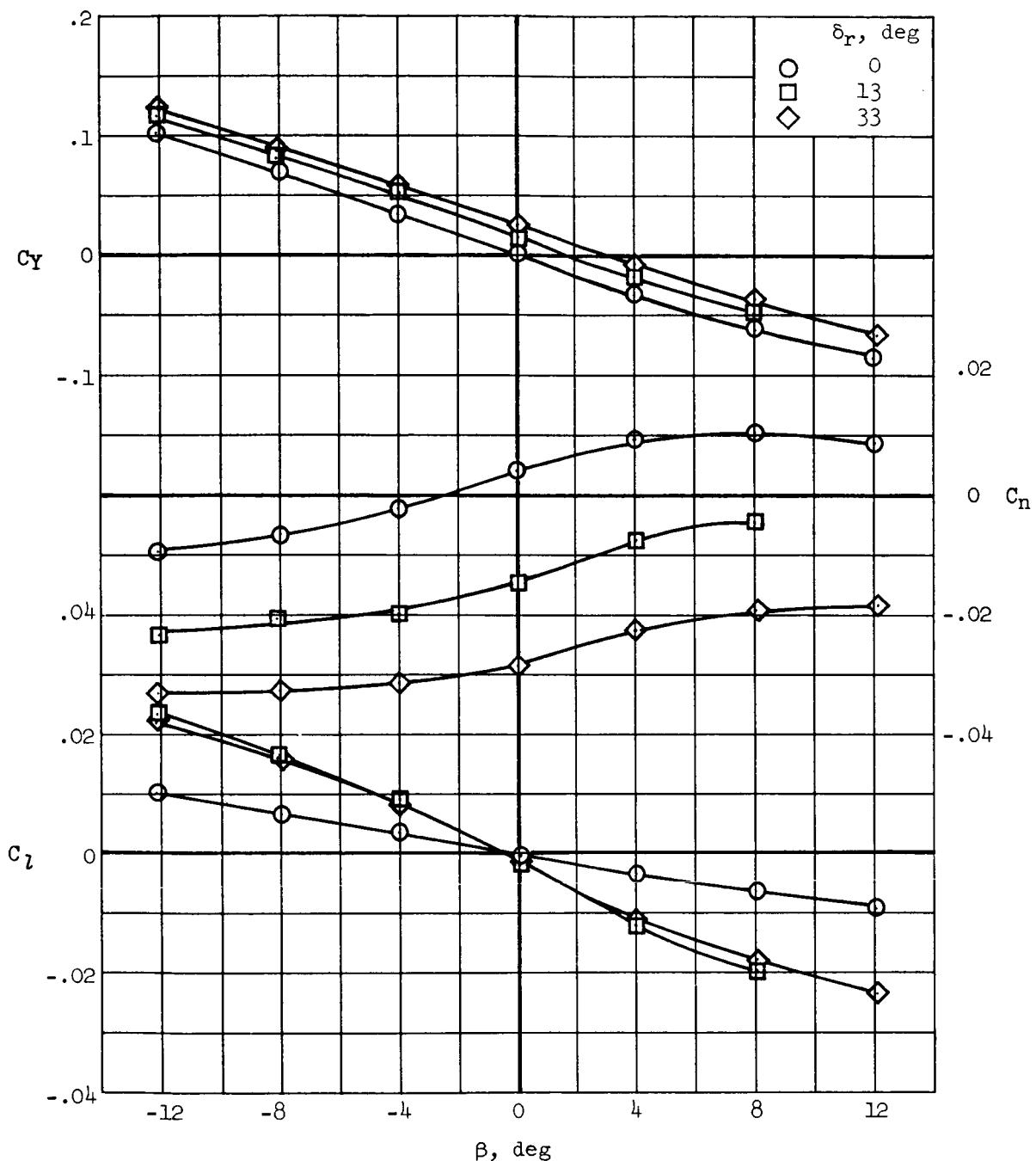


Figure 6. - Variation of maximum lift-drag ratio with Mach number.



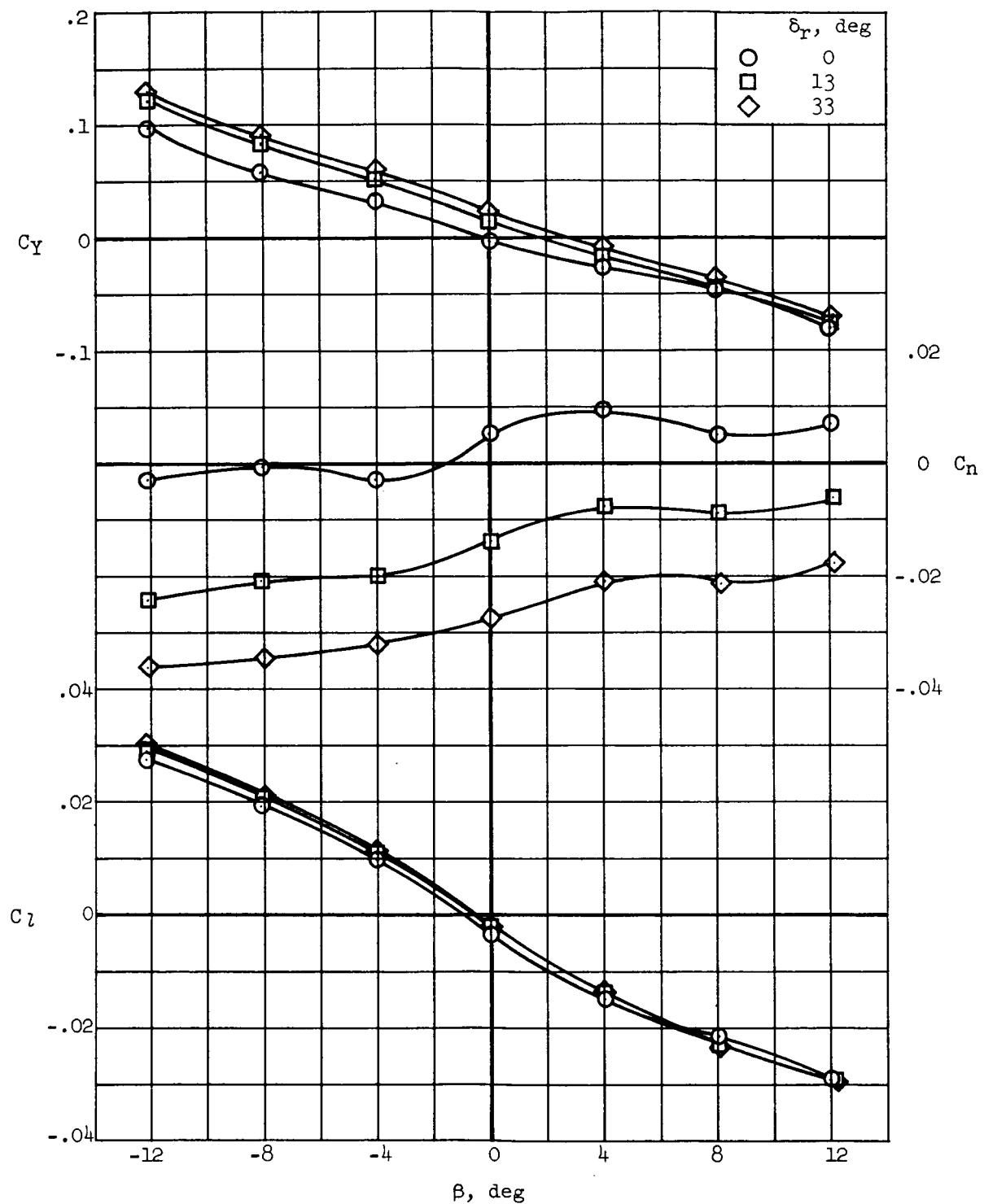
(a) $M_\infty = 0.60$

Figure 7.- Effect of rudder deflection on the lateral and directional characteristics at $\alpha = 10^\circ$ with elevons and dive brakes undeflected.



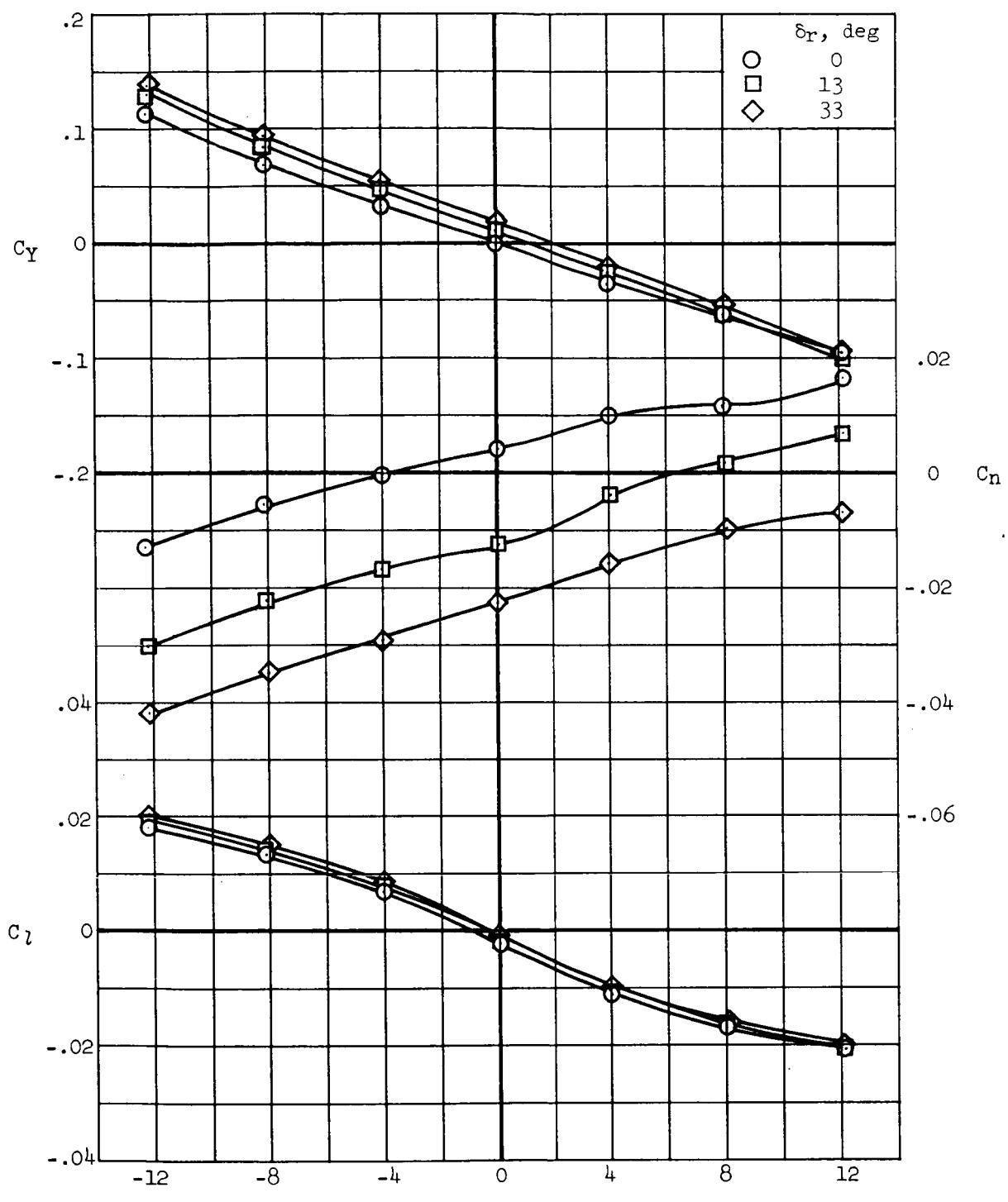
(b) $M_\infty = 0.90$

Figure 7.- Continued.



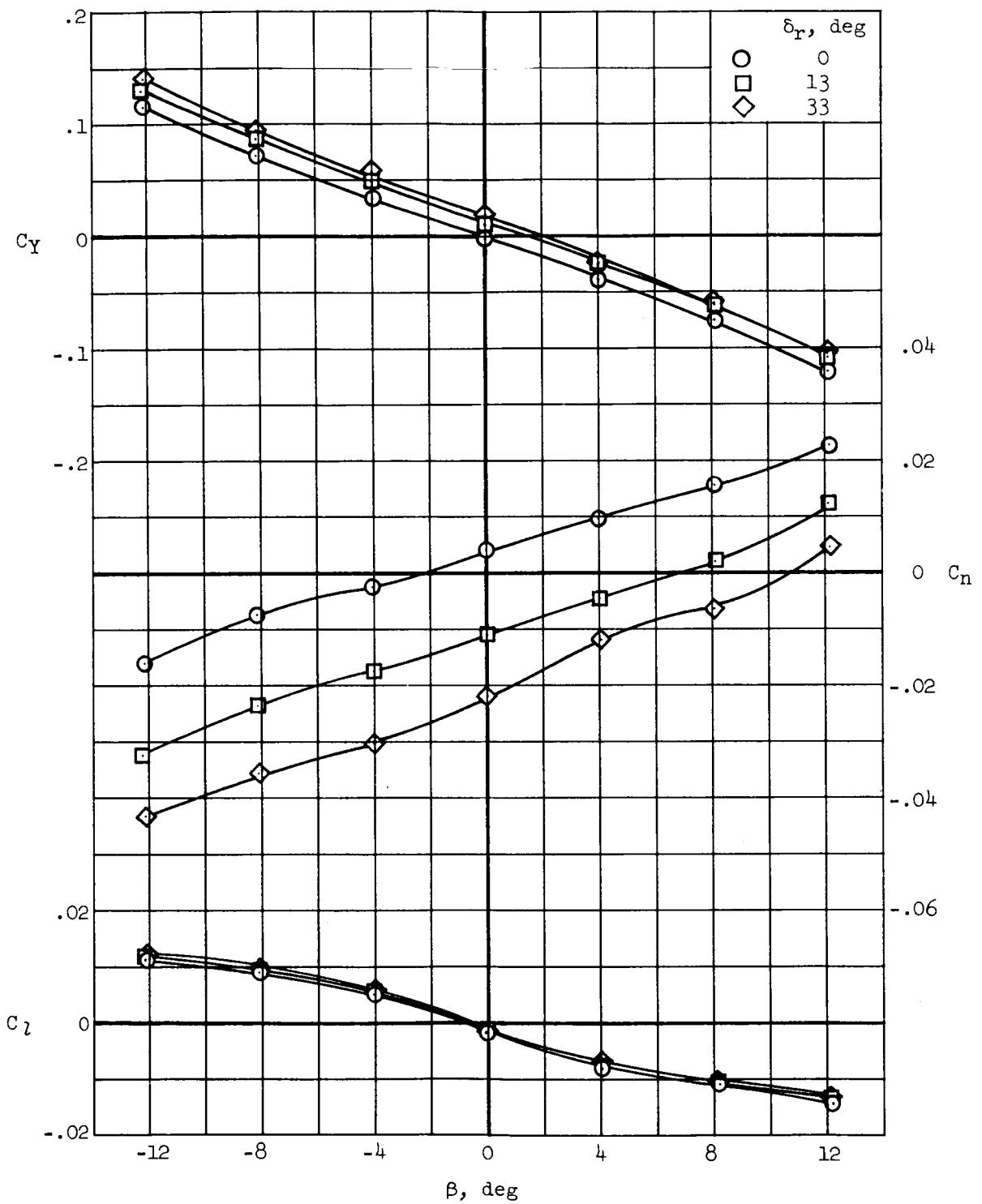
(c) $M_\infty = 1.00$

Figure 7--Continued.



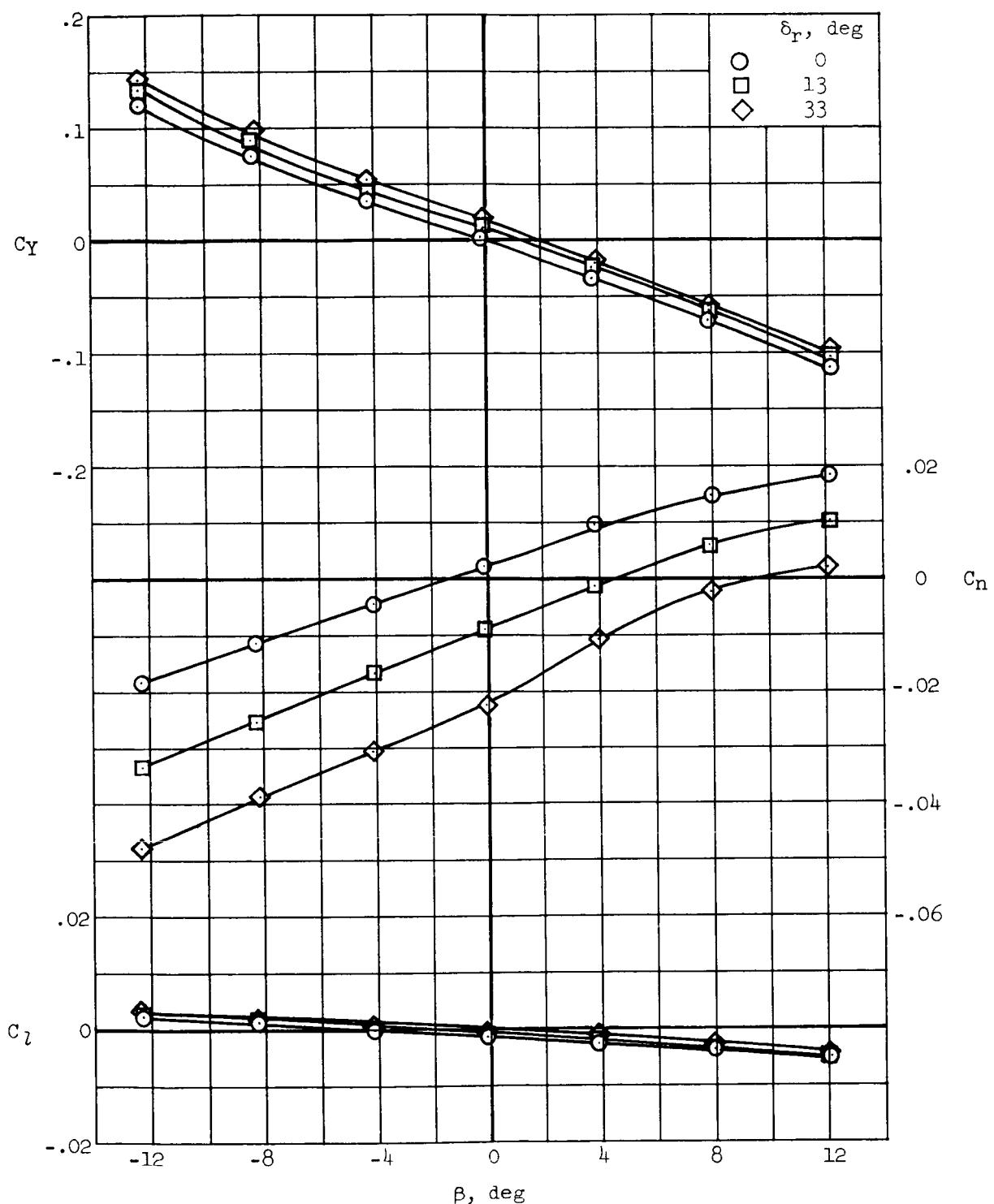
(d) $M_\infty = 1.20$

Figure 7.- Continued.



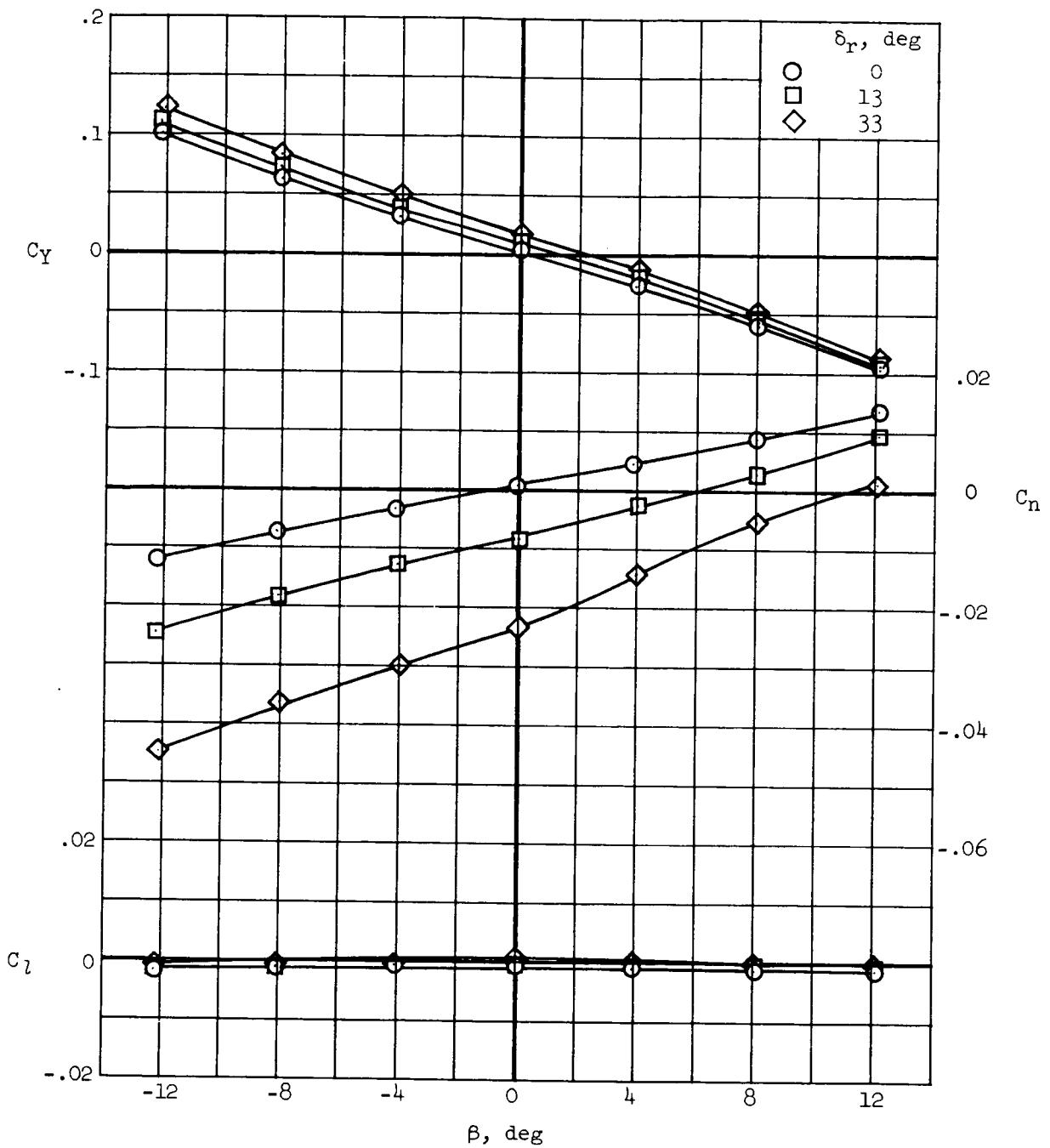
(e) $M_\infty = 1.35$

Figure 7.- Continued.



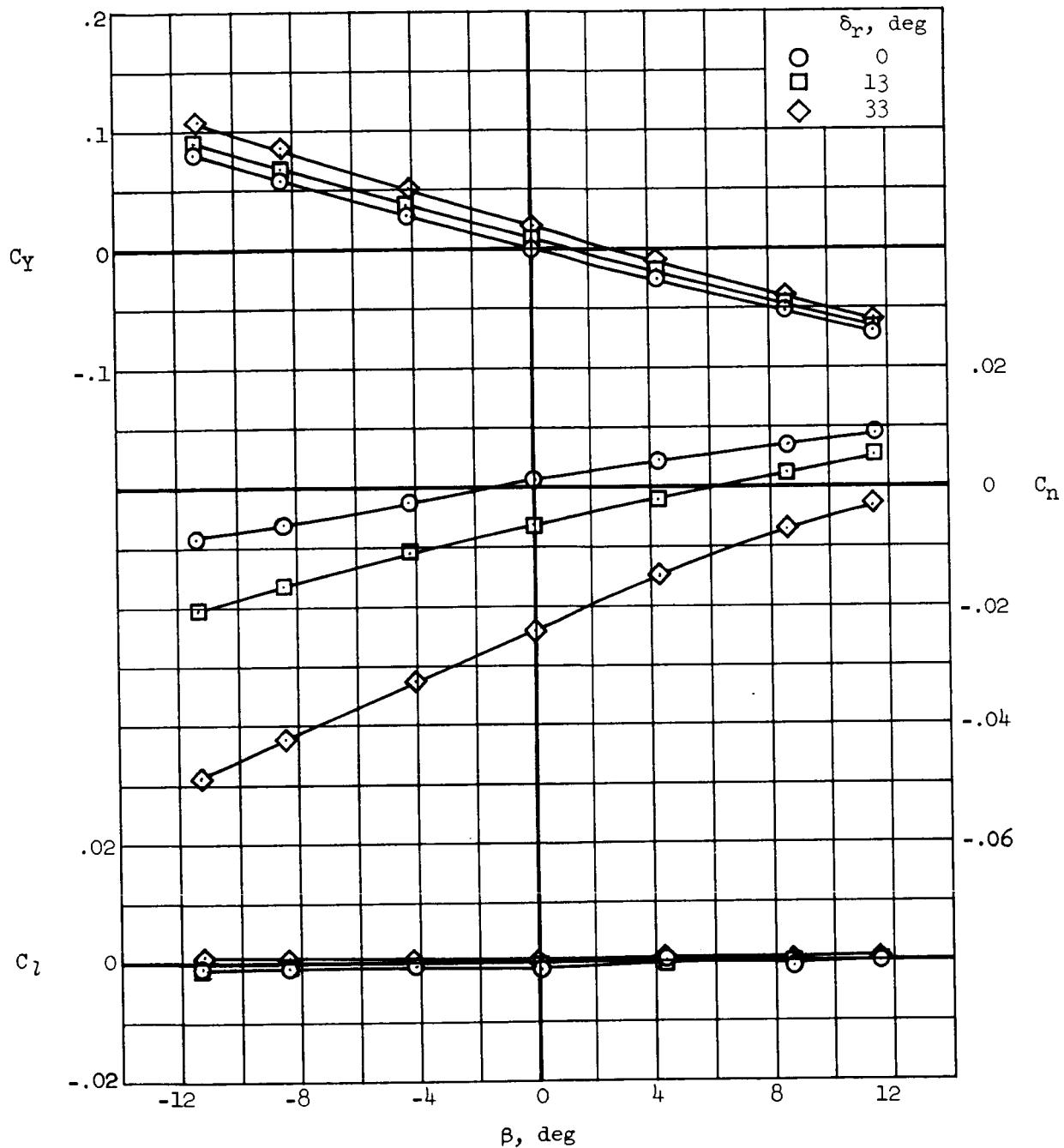
(f) $M_\infty = 1.70$

Figure 7.- Continued.



(g) $M_\infty = 2.50$

Figure 7.- Continued.



(h) $M_\infty = 3.20$

Figure 7.- Concluded.

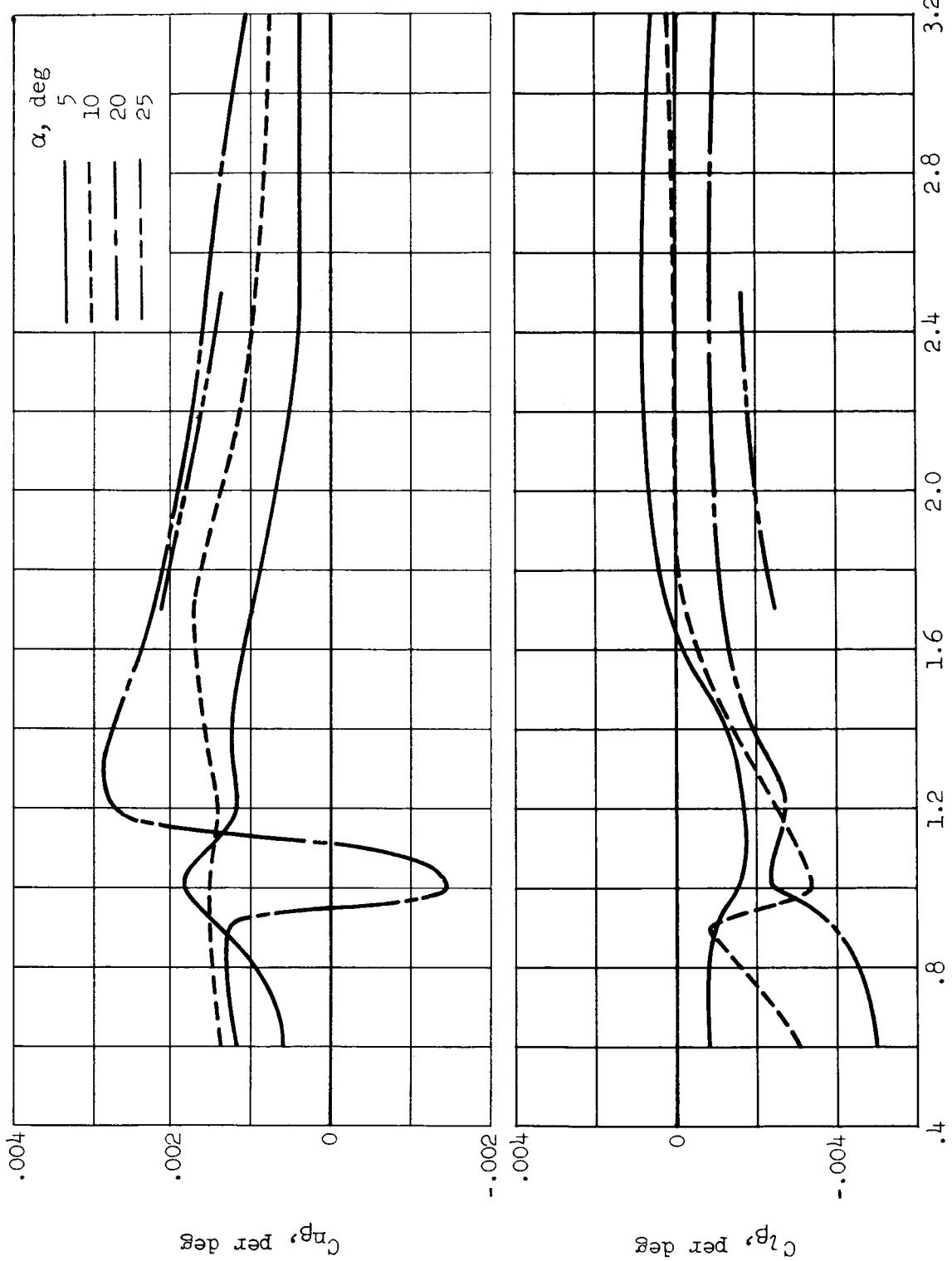


Figure 8.- Effect of angle of attack on lateral and directional stability parameters with control surfaces undeflected.

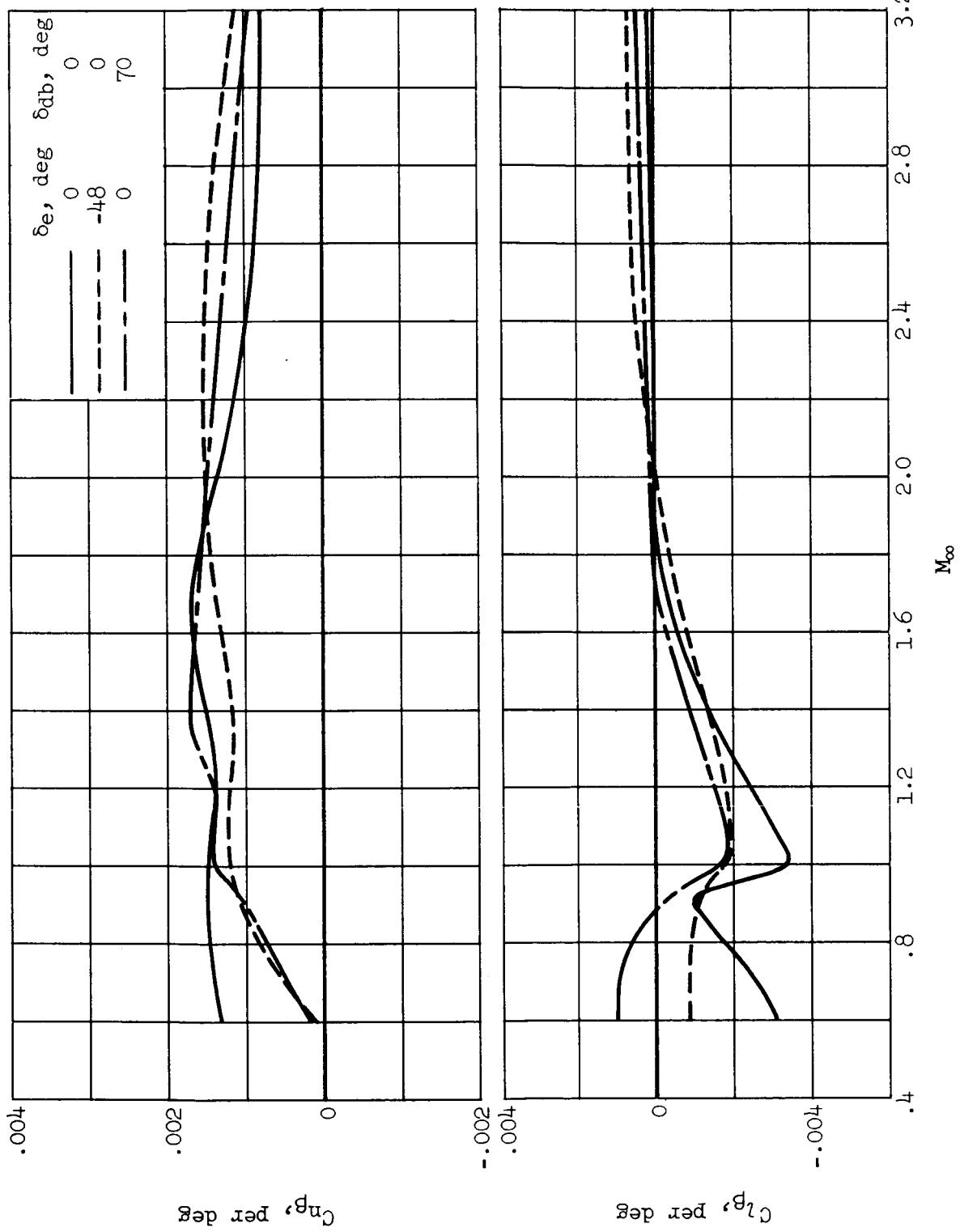


Figure 9.- Effects of elevon and dive brakes deflections on lateral and directional stability parameters, $\alpha = 10^\circ$.

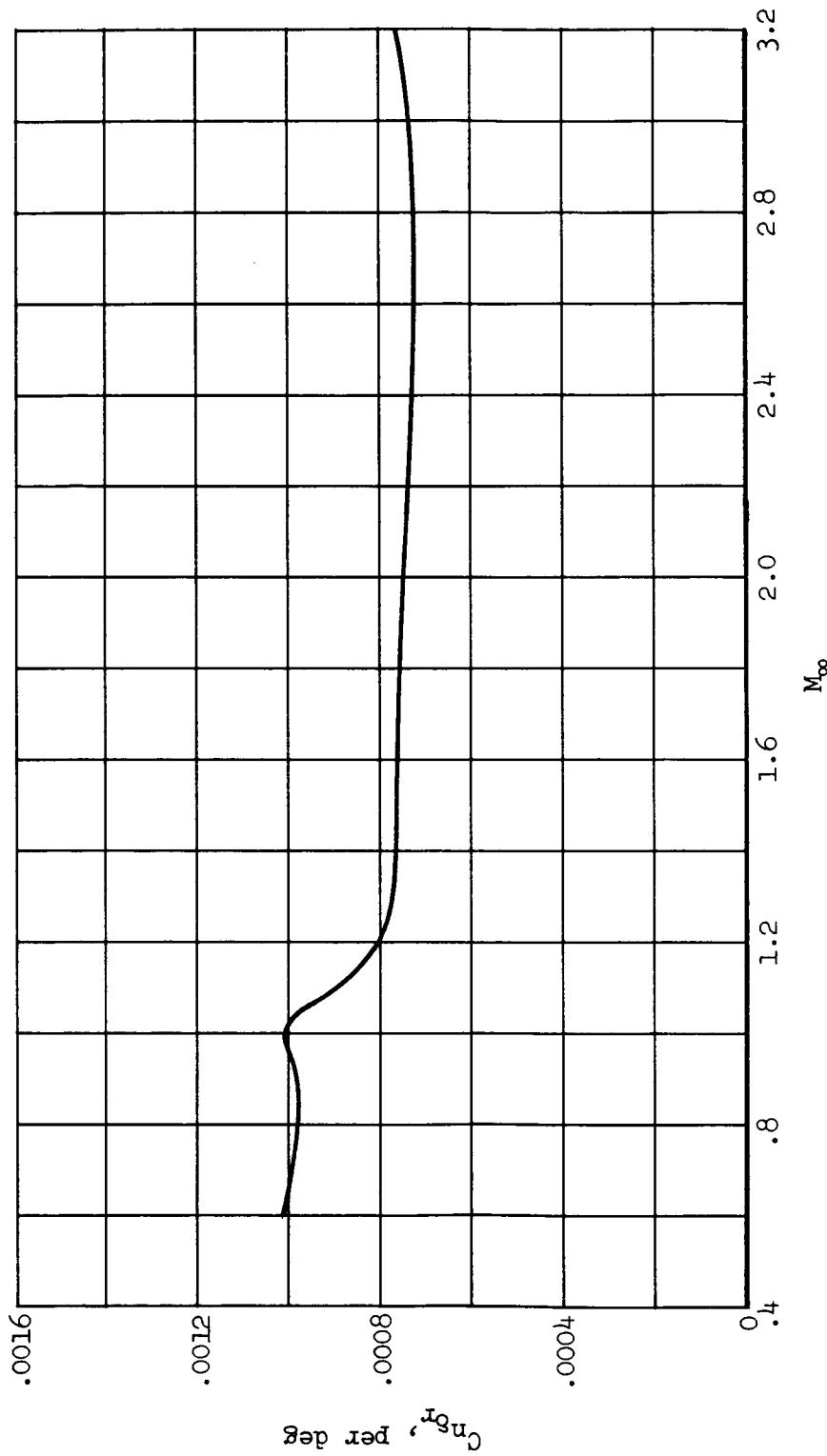


Figure 10.- Variation of rudder power with Mach number at zero sideslip.

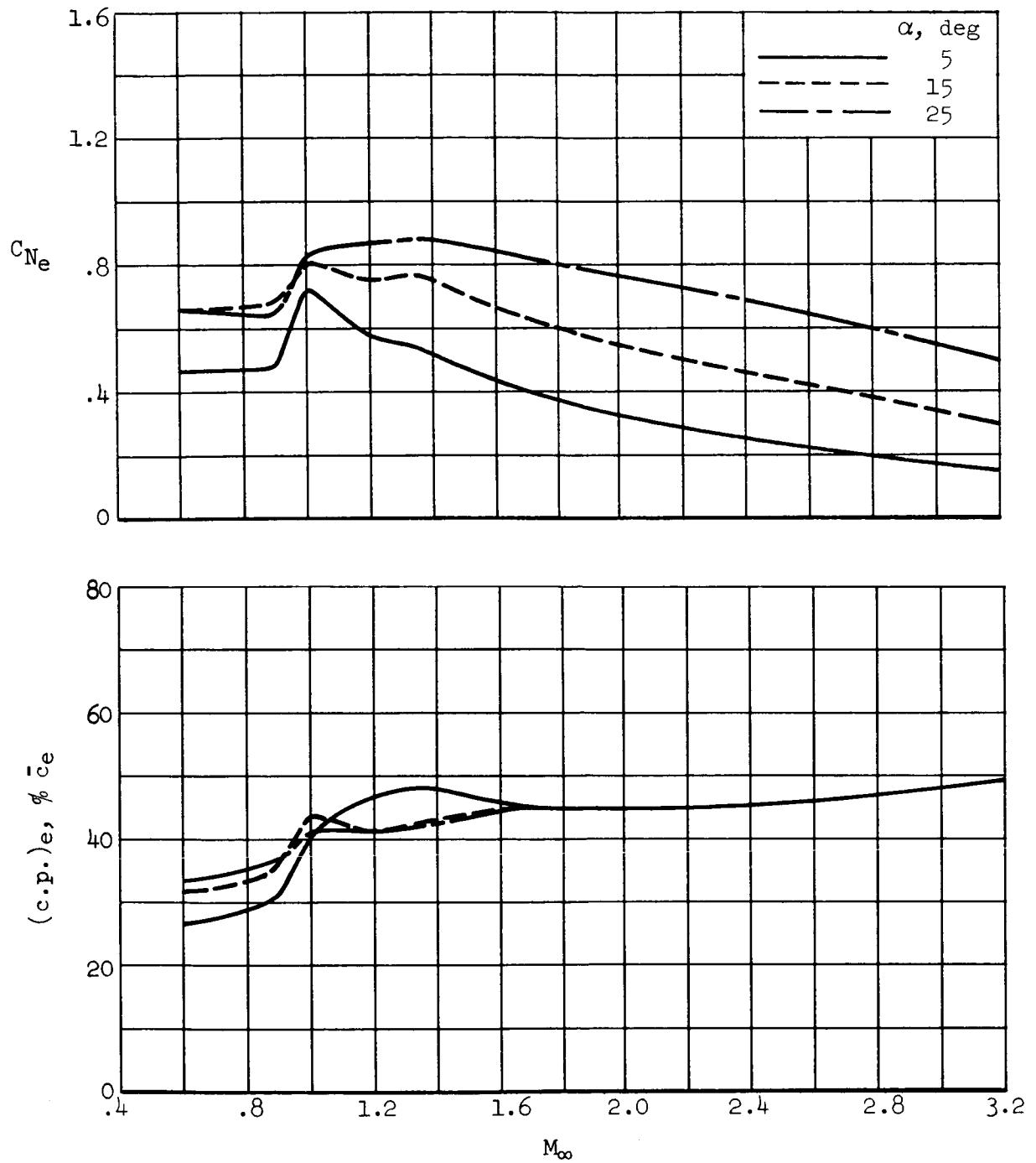


Figure 11.- Effect of angle of attack on elevon normal-force coefficient and center-of-pressure location, $\delta_e = 0^\circ$.

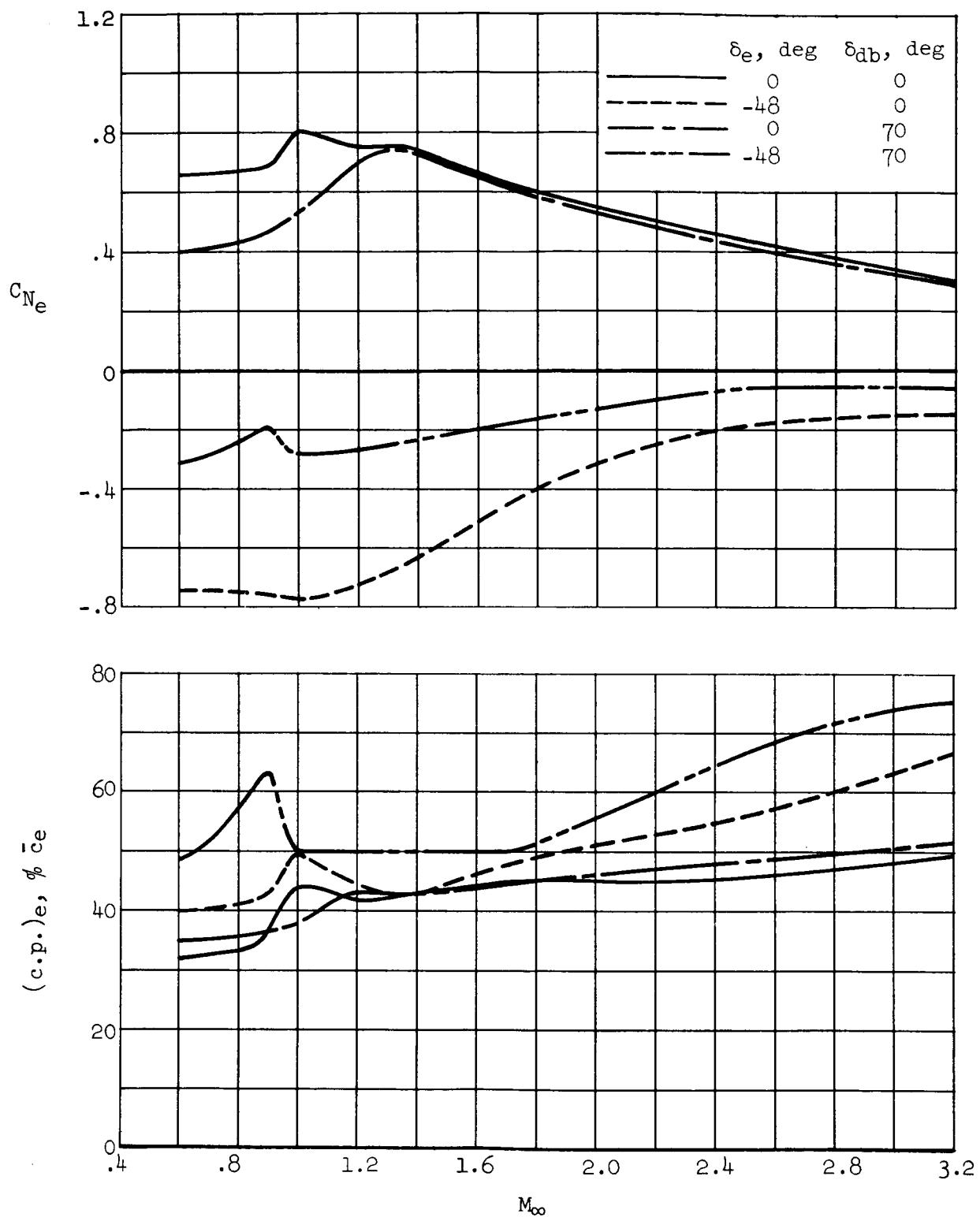


Figure 12.- Effects of elevon and dive brake deflections on the elevon normal-force coefficient and center-of-pressure location, $\alpha = 15^\circ$.

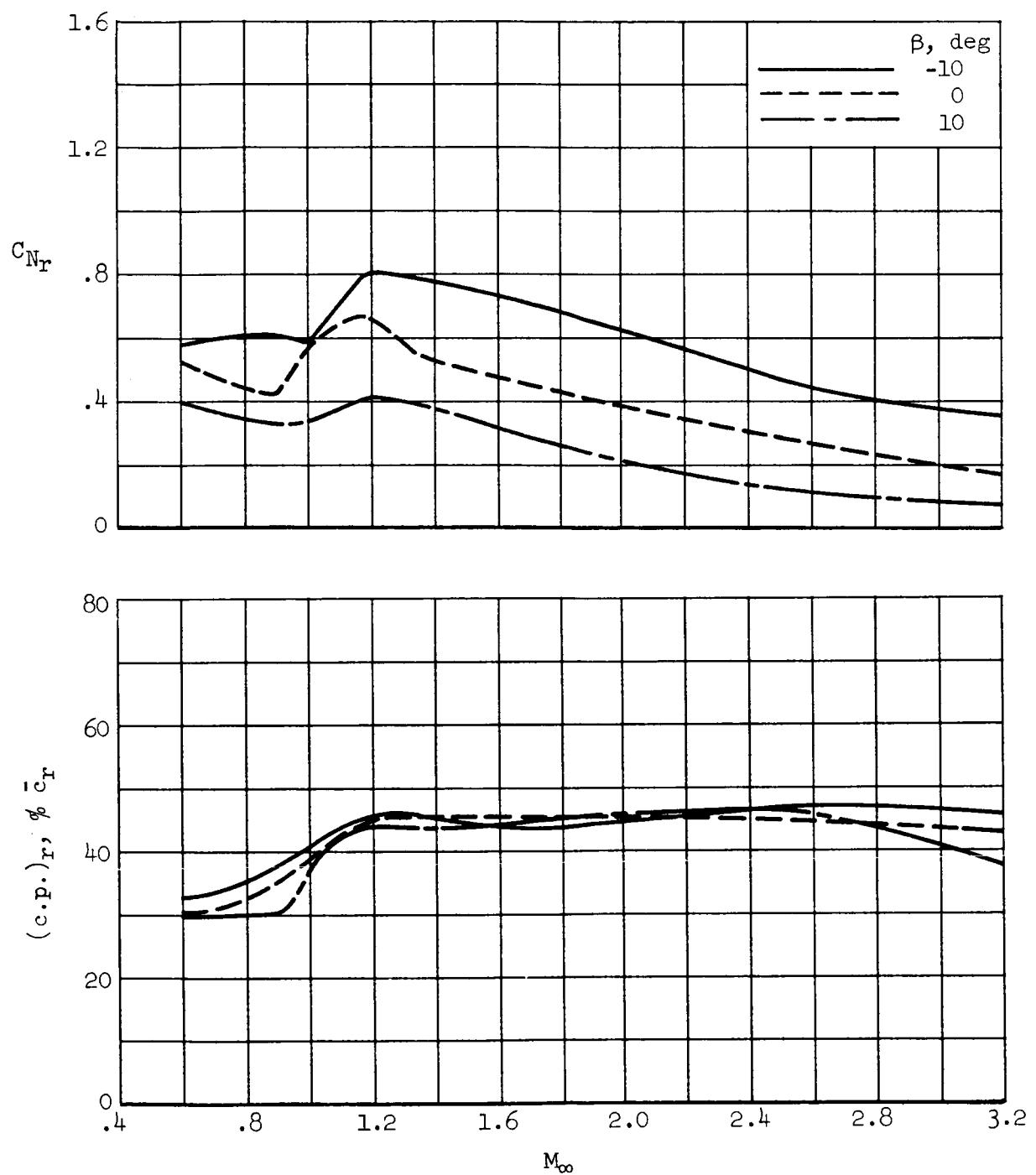


Figure 13.- Effect of sideslip on rudder normal force coefficient and center-of-pressure location for $\alpha = 10^\circ$, $\delta_r = 0^\circ$.

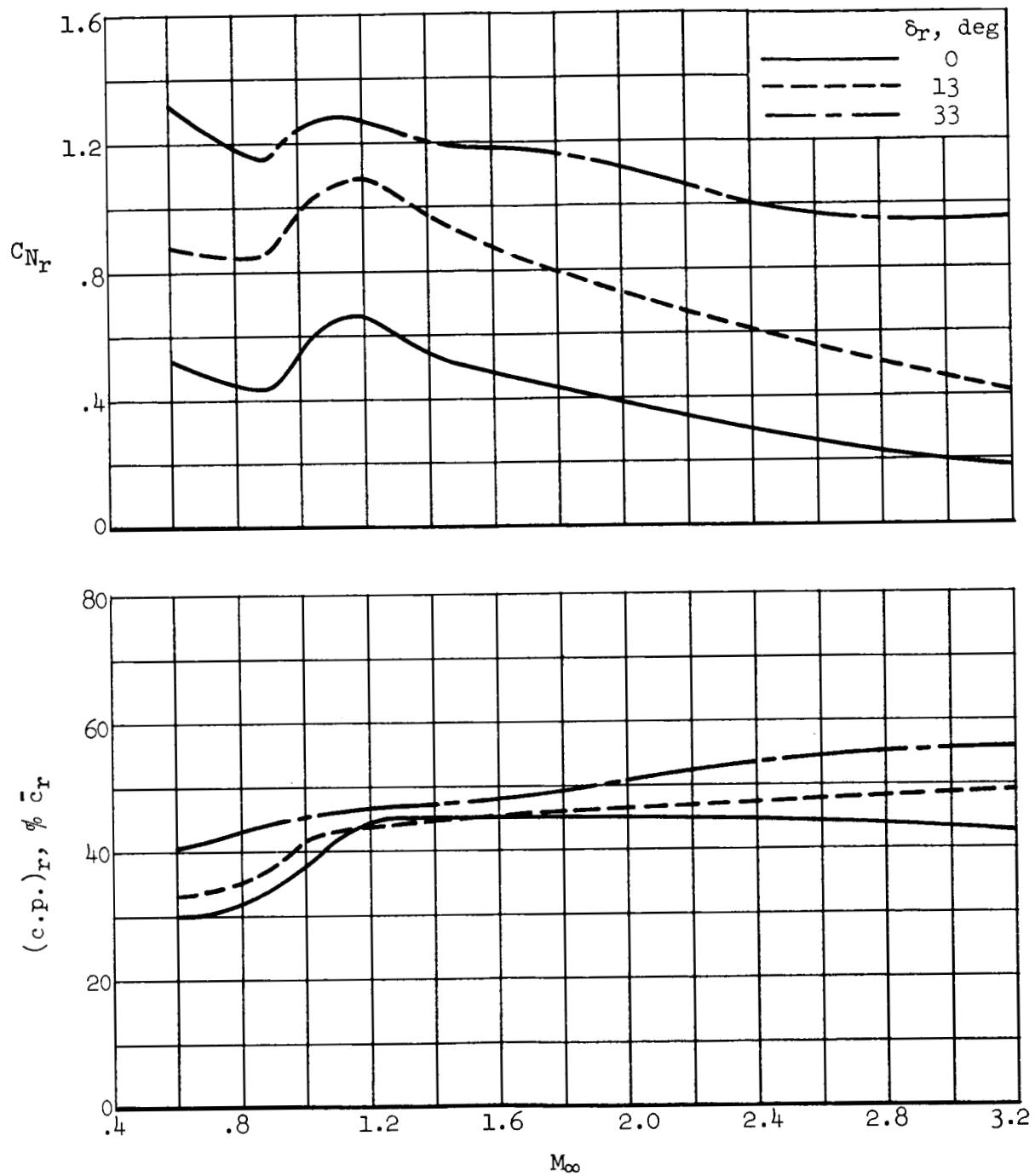


Figure 14.- Effect of rudder deflection on rudder normal-force coefficient and center-of-pressure location for $\alpha = 10^\circ$, $\beta = 0^\circ$.

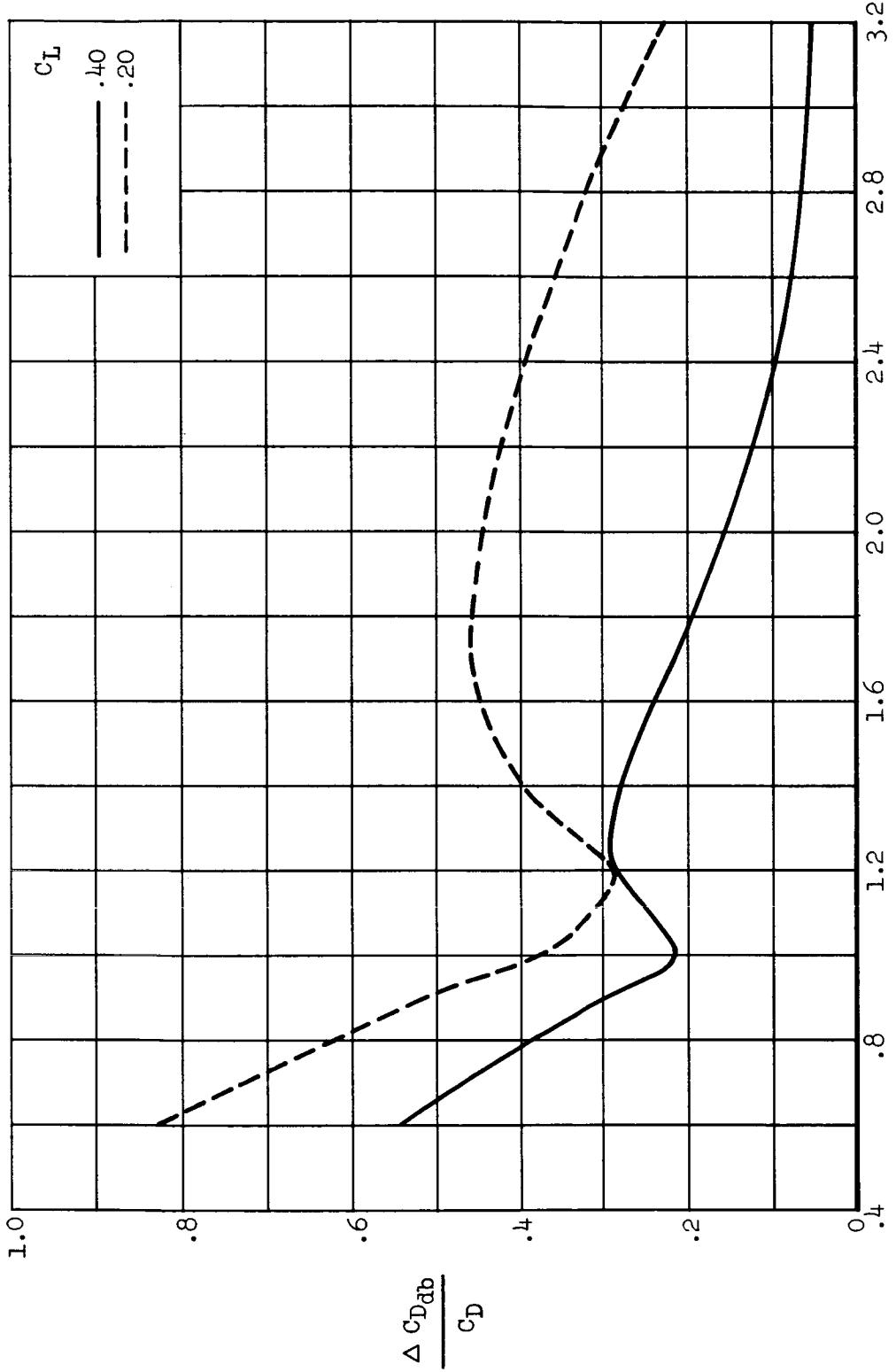


Figure 15.- Variation of incremental dive brake drag coefficient with Mach number for dive brakes extended 70°.

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—NATIONAL AERONAUTICS AND SPACE ACT OF 1958

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